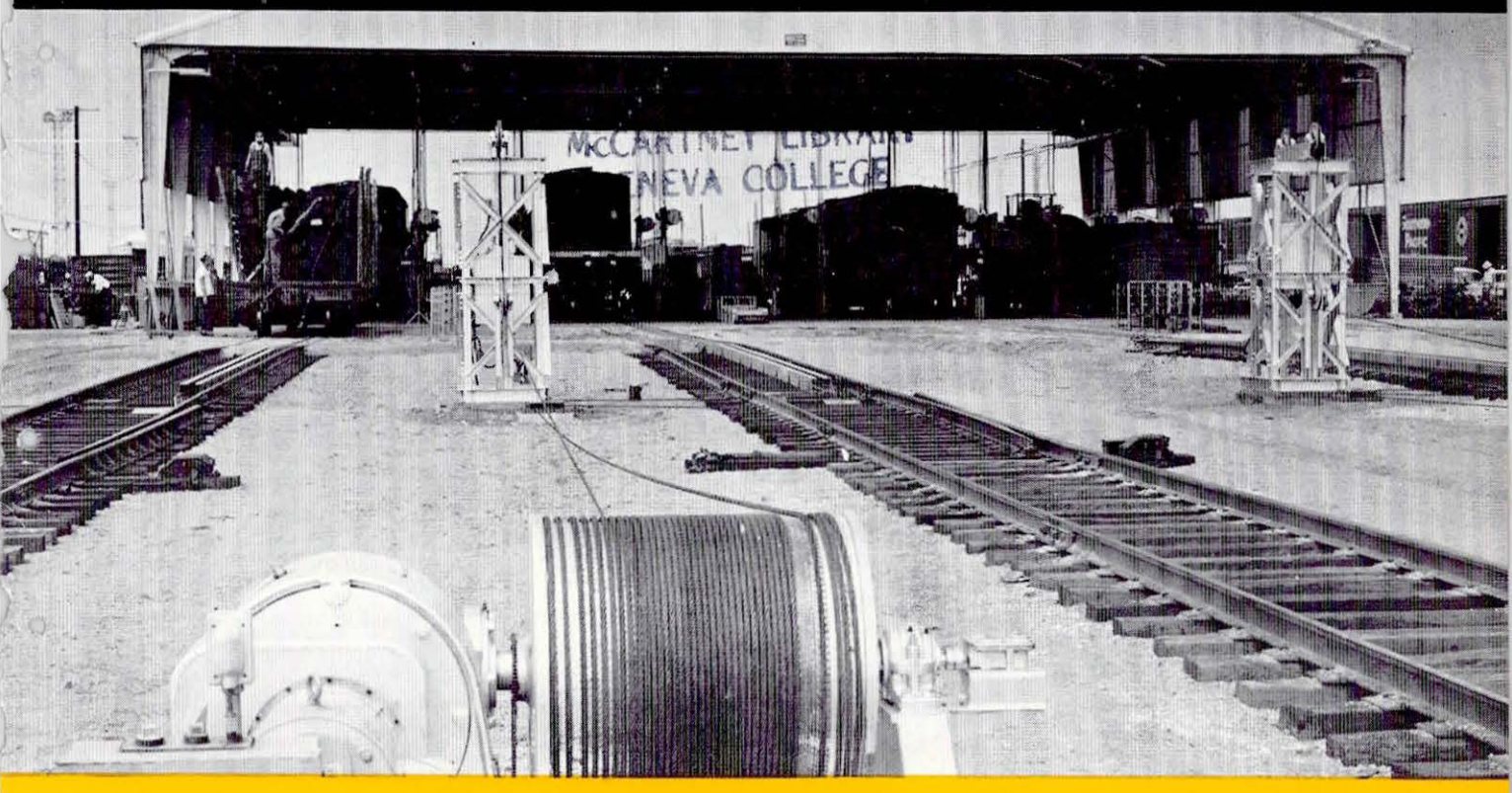
Monon Gets Set For Growth

August 24, 1959

RAILWAY AGE *weekly*



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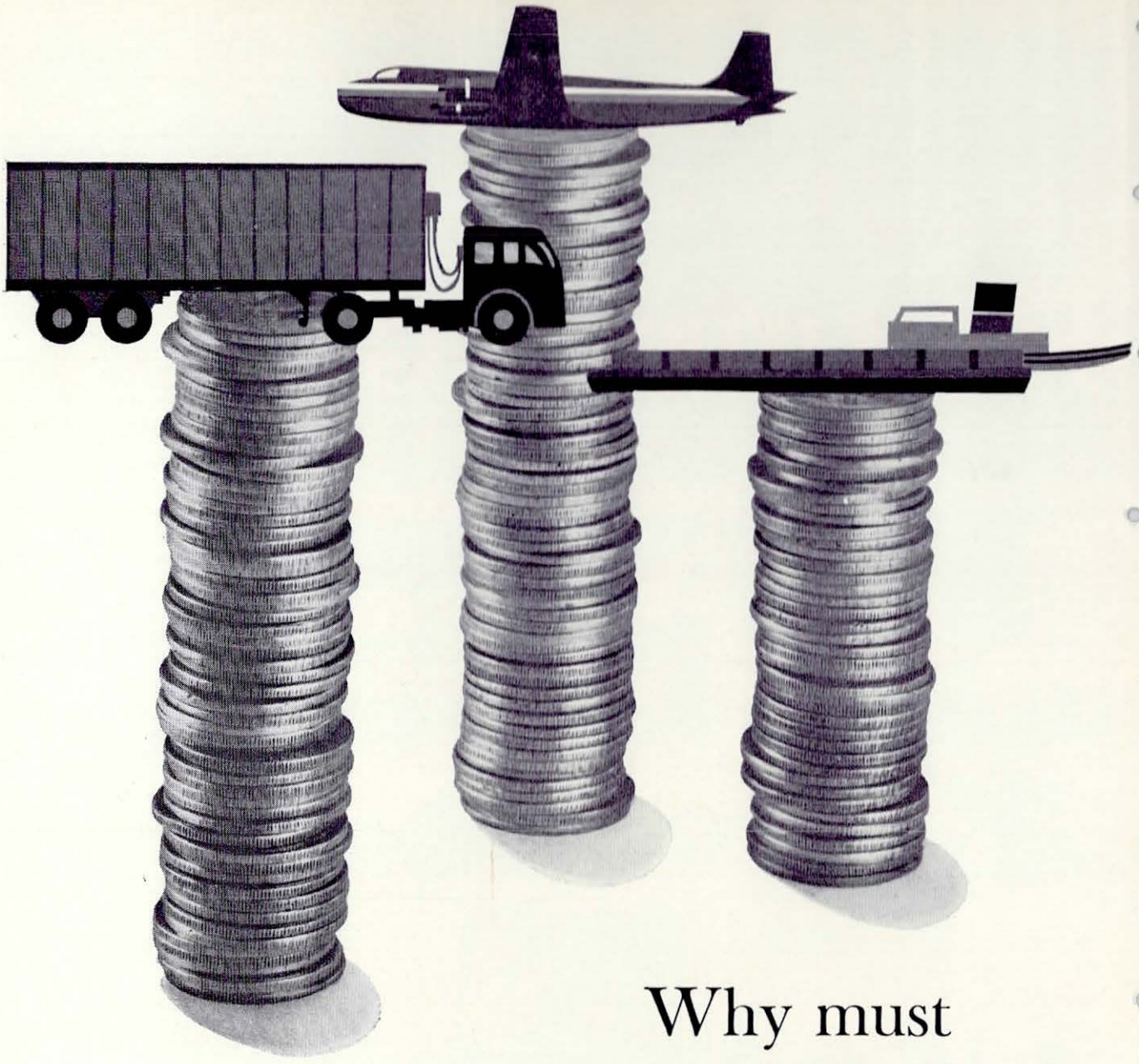
SP switches to one-spot

Car Repairs

60 cents A Simmons-Boardman TIME-SAVER Publication



Why must public funds support private interests?

Nearly $150 billion has been spent by federal, state and local governments on highways, airports, airways and the inland waterways system. Many additional billions will be spent to expand, improve and maintain these facilities.

Much of this money has been and continues to be provided by general taxpayers through income taxes, property taxes and other *general* taxes they pay.

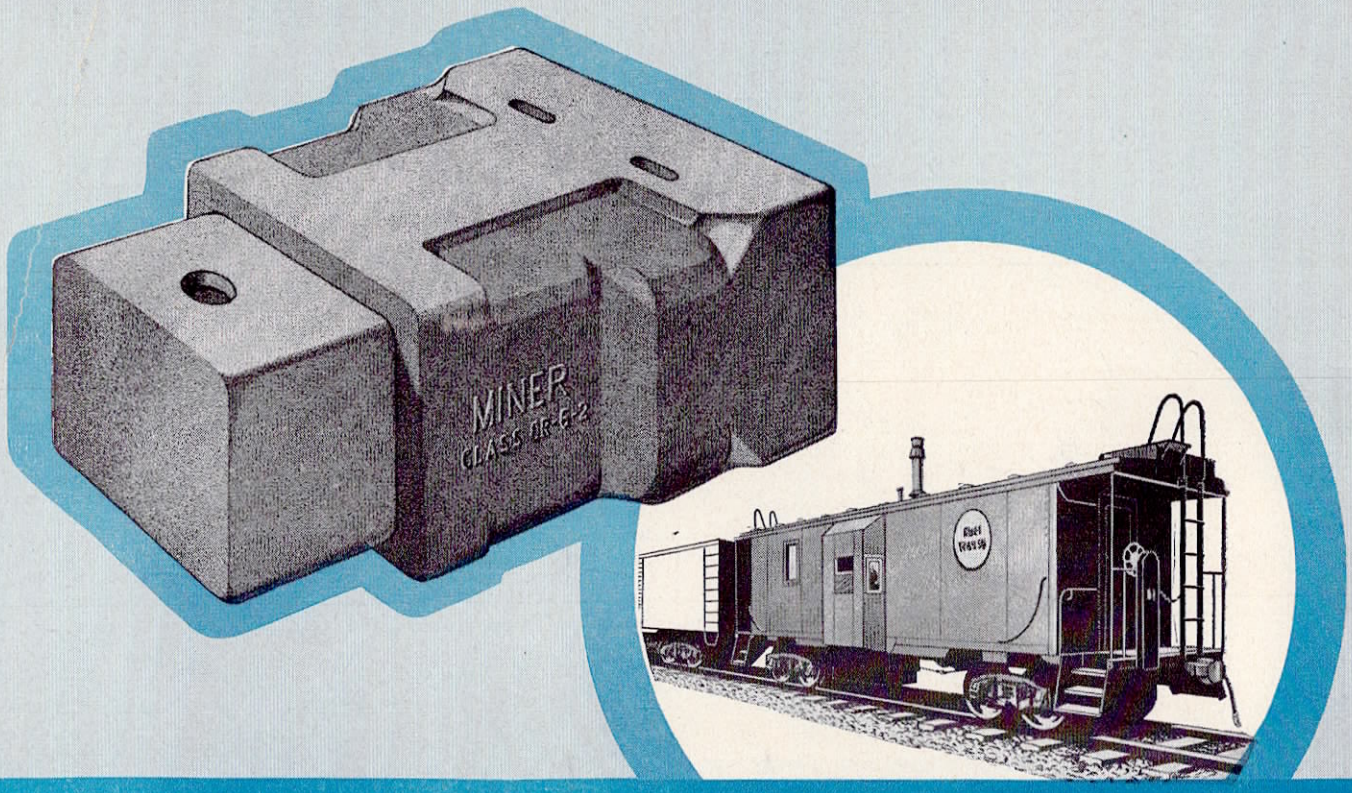
These transportation facilities, supplied by the public, are used extensively by carriers in competition with the railroads. In many instances none of the expense of construction, maintenance and operation is recovered through user charges — such as fuel taxes, license and registration fees and graduated weight-mile charges.

Shouldn't an adequate share of the costs of these facilities be paid by private business interests who use them for profit? Shouldn't the tax-paying public be relieved of this burden?

ASSOCIATION OF AMERICAN RAILROADS • *Washington 6, D. C.*

MINER®

CLASS CR-6-2 RUBBER DRAFT GEAR



The Miner Class CR-6-2 Rubber Draft Gear provides the ultimate in comfort and safety for the trainmen in the caboose.

The CR-6-2 Gear, designed specifically for caboose cars and for application to a 24⅝" gear pocket, has a total travel of six inches, the first five inches of which is a smooth soft-cushioning action; and actual riding tests in caboose cars indicate the desirability of this low resistance in the early portion of the gear travel. The remaining one inch of travel in the high-resistance range provides protection for the caboose and the trainmen against shock in any service. Only a simple modification in car structure is necessary to provide this long travel.

W. H. MINER, INC. · CHICAGO

Portrait by Editta Sherman

"Big job of automation still remains for the railroads,"

says W. Wendell Reuss,
Manager,
Railroad Securities Department,
W. E. Hutton & Co.,
New York City, N. Y.

"Automation in the form of Centralized Traffic Control has been widely accepted by the nation's railroads. But much C.T.C. installation, with its resultant cost savings, still lies ahead. And the 'surface has only been scratched' in the use of cost-cutting automatic yards."

Now—as in the past—Union Switch & Signal leads the way in this "push-button revolution." Union is working continually to develop better traffic control equipment and improved yard systems designed to give you the benefits of even more automation.

You are already familiar with the way traffic control and automatic yards reduce railroad operating expenses, promote efficient, reliable service, and increase man-hour production. If you are interested in multiplying these advantages many times over, get in touch with Union Switch & Signal soon.

"Pioneers in Push-Button Science"

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RAILWAY AGE *weekly* August 24, 1959 • Vol. 147, No. 8

Week at a Glance

Departments

Current Questions 25
Freight Car Loadings 27
New Equipment 27
New Products Report 26
People in the News 31
Railroading After Hours ... 12
Railway Market 27
Revenues and Expenses 20
Supply Trade 31
The Action Page 34
Watching Washington 9
You Ought to Know 32

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Auto TOFC expands to new areas ..... p. 8

Movement of new automobiles "piggyback-on-piggyback" is arousing more interest and bringing new business every day. Several roads are looking into this new development, as its pioneers report no serious technical difficulties and satisfaction with the end result.

Cover Story—SP 'one-spots' car repairs p.10

Car repair men in Southern Pacific yards at Houston, Tex., and Roseville, Calif., no longer have to waste precious time in hunting for tools or materials. They—and the cars—are brought right to the men in new, highly mechanized "one-spot" repair facilities which have replaced conventional rip tracks.

Cover Story—Monon gets set for growth p.13

The Hoosier railroad is "looking to the future without fear," its new president, Carl A. Bick, tells Railway Age. Behind its confidence is "the strongest organization" it has yet had.

Opportunity Knocks Twice p.17

The very latest in cost-saving engineering and mechanical developments will be on display for railroad officers of all departments and all echelons in two big exhibits to be held next month at Chicago—by the Association of Track & Structure Suppliers Sept. 14-17, and the Allied Railway Supply Association Sept. 20-23.

RRs ask featherbedding study p.30

The railroads have asked the White House to appoint a commission to study the make-work problem within the industry. The request follows management's failure to obtain union cooperation in seeking the commission. Meanwhile, the AAR also reports that applications for service-interruption insurance have been received from "practically the entire industry." This will give the carriers a new measure of defense in forthcoming labor negotiations.

The Action Page—Nullifying the 1958 transport law? p.34

S. 1331 and S. 1450, introduced by New Jersey Senators Case and Williams, would cancel out—and then some—the most helpful and constructive provisions of the Transportation Act of 1958. Passage of either would leave the railroads much worse off, with respect to discontinuance of passenger trains, than they were a year ago.

announcing a NEW piggy-back trailer... the Trailmobile PB-68

Here is a new Trailmobile especially designed for punishing piggy-back service. Featuring Trailmobile's famous Integral Post construction, it is ideally suited to withstand the impacts of normal rail car coupling and the rigors of heavy cargos and city shuttling. And, this extra durability means low maintenance costs and continued good appearance throughout years of profitable service. ■ Despite its great strength, the PB-68 is extremely lightweight... lighter, in fact, than some aluminum units. And its big cargo space means maximum payloads on every trip. ■ The PB-68 is just one of the many design possibilities offered by Trailmobile's CID* concept, which lets you match trailer to your operating conditions. Call your nearest Trailmobile office for full details. **Customer Individualized Design*

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TR-792

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PULLMAN INCORPORATED

Week at a Glance CONT.

Current Statistics

Operating revenues	
6 mos., 1959 ...	$5,025,907,261
6 mos., 1958 ...	4,535,151,475
Operating expenses	
6 mos., 1959 ...	3,904,047,540
6 mos., 1958 ...	3,725,796,480
Taxes	
6 mos., 1959 ...	546,801,508
6 mos., 1958 ...	427,791,374
Net railway operating income	
6 mos., 1959 ...	414,074,292
6 mos., 1958 ...	233,910,848
Net income, estimated	
6 mos., 1959 ...	308,000,000
6 mos., 1958 ...	127,000,000
Average price railroad stocks	
Aug. 18, 1959 ..	108.36
Aug. 19, 1958 ..	85.86
Carloadings revenue freight	
32 wks., '59	19,479,531
32 wks., '58	17,688,218
Freight Cars on order	
Aug. 1, 1959 ...	40,309
Aug. 1, 1958 ...	25,994
Freight cars delivered	
7 mos., 1959 ...	22,545
7 mos., 1958 ...	31,658

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Short and Significant

Wage negotiations with the BLE, ORC&B and SUNA . . .

at conference committee level will begin during the week of Sept. 14 in Chicago. All three organizations served Section 6 notices in March calling for a 12% wage increase, incorporation of existing cost-of-living allowances into basic daily rates and establishment of a new base for cost-of-living adjustments. The carriers' counter-proposal: a 15-cent per hour pay reduction and elimination of the cost-of-living escalator clause.

An ominous note came from the BLE . . .

well in advance of the start of negotiations. Union officers were reported studying the advisability of setting up a strike fund of several million dollars.

Amalgamation of the operating brotherhoods . . .

has been formally proposed by BLF&E President H. E. Gilbert in letters to the chiefs of the BLE, BRT, ORC&B and SUNA (RA, Aug. 10, p. 38). Mr. Gilbert suggests that "a conference be arranged among us to discuss, dispassionately, all of the ramifications of the problems. Out of such discussion there can emerge a plan for consolidating all engine, train and yard service employees. . ."

Nominations have been confirmed . . .

by the Senate Interstate and Foreign Commerce Committee of 22 individuals selected by carrier, shipper and labor organizations to work with the committee on a legislative program for the best possible development of transportation. William T. Faricy of the AAR, O. Arthur Kirkman of the American Short Line Railroad Assn., and G. E. Leighty of the RLEA were among those nominated.

More than a 10% interest . . .

in the Missouri Pacific, or approximately 200,000 shares of its stock, has been acquired by Mississippi River Fuel Corp., a natural gas producer and pipeline operator. The Class A common shares of the railroad cost about $10,000,000. Mississippi River Fuel's officers are reportedly authorized to acquire up to 300,000 shares of MoPac's stock (there are 1,871,957 shares of Class A common and 40,648 of Class B common outstanding). One possibility of the stock purchase, now up for approval before the Missouri Public Service Commission: joint ventures such as pipelines along MoPac's right-of way.

Auto TOFC Expands to New Areas

► **The Story at a Glance: If present indications mean anything, a good many 1960 automobiles will do their first cross-country stint by rail. Movement of new cars "piggyback-on-piggyback" is exciting more interest—and providing more rail business—every day. Some big roads not now participating are known to be working up proposals. And no serious technical difficulties have arisen to hamper the development of TOFC's newest wrinkle.**

Once upon a time, U.S. railroads looked upon the transportation of new automobiles as business largely lost to highway carriers. But, in the past few weeks, new cars have been moving by rail in a form not available when the business got away—piggyback. It's the fond hope of a growing group of railroaders and auto manufacturers that piggyback will bring railroads again well into the picture.

Movements so far have been small and pretty well localized. What volume figures are available aren't particularly impressive when compared with either total TOFC loads or the total number of autos produced. Yet the potential is sufficient to interest several major roads and to bring broad hints from top officers that the next month or so will see some major developments.

Last week, a group of interested railroads met with the National Automobile Transporters Assn. to iron out procedures and to determine whether auto TOFC could best be handled as Plan I or Plan III piggyback. The meeting resulted in the appointment of a committee of five railroads and five motor carriers to carry on discussions.

Here's how new-auto TOFC stands as of this week:

- Tariffs are beginning to take shape in a number of areas. They already exist in the Pacific Northwest, into Arizona and Nevada from California points, and from St. Louis into a wide area to the south. More are in the making, and the list of participating roads is expected to grow. More than one eastern road is interested.
- There's a scramble for equipment. Several roads soon should announce orders for flat cars with which to participate in a joint movement. It's even possible that some auto driveaway companies themselves may purchase rail equipment to use under a form of Plan IV TOFC rates.
- Auto manufacturers are welcoming experimentation in the piggyback field. The "Big 3" all are piggybacking. One—Chrysler—is on record as favoring TOFC for a major portion of its 1960 model distribution. Ford, which has moved more than 100 trailer loads to date, will increase its volume. Technical difficulties have been virtually non-existent.

All this could mean that railroads may find themselves smack in the middle of a re-entry into the business of moving new cars, as the volume transporters they're best suited to be. But such a development is moving slowly, and in some places largely at the behest of shippers.

Wanted: Door-to-Door Delivery

Southern Pacific, for instance, got into the business with an eye to keeping traffic it already was moving in box cars. Auto shippers were after door-to-door delivery. Piggybacking of auto carriers provides this, at lower cost. Cars arrive in better shape as well. SP's TOFC rates approximate box-car rates, which are below those charged by driveaway highway carriers.

Two basic tariffs exist covering the traffic of SP and others on the West Coast. One provides joint rates from Oakland and Los Angeles to some 111 points in Idaho, Oregon and Washington. Involved are six railroads—Great Northern; Northern Pacific; Pacific Coast; Southern Pacific; Spokane, Portland & Seattle; and Union Pacific—and the driveaway firm of Transport Storage & Distributing Co.

The other tariff involves SP only and provides local rates to a number of points in Oregon. Two weeks ago it was revised to include 12 stations in Arizona and four in Nevada.

The joint rates to Pacific Northwest points follow the same pattern as Frisco's tariff southwestward from St. Louis (RA, May 4, p. 9): a rate factor covering rail movement to one of five key points over a variety of routes, plus a truck factor from the key point to destination. Rates are quoted in dollars per vehicle. They apply only to a minimum of eight autos on two trailers per flat car.

Southern Pacific's local tariff sets up a table of rates per vehicle which includes a pickup-and-delivery charge within defined PU&D limits. The service consists of loading and unloading the automobiles from the highway trailers.

In both tariffs, provision is made for extra charges covering diversion, reconsignment, and stops for partial unloading. The tariffs stipulate that carriers are not liable for leaking or frozen batteries, cooling systems, etc., and set up conditions under which autos must be protected with anti-freeze. All autos must be in running condition with at least a gallon of gasoline in the tank.

Frisco's initial movements out of St. Louis have brought on some action by other roads in the territory.

Four lines—Cotton Belt, Missouri Pacific, Katy and Texas & Pacific—will make effective this week ramp-to-ramp rates on new automobiles from St. Louis and East St. Louis to Dallas, Shreveport and Monroe, La. Effective Sept. 14, the rates apply via Kansas City Southern as well. The rates would cover over-the-road transportation and unloading of the flat cars. Again, rates would be quoted in per-auto terms. Example: St. Louis to Shreveport, $48 per vehicle; St. Louis to Dallas, $54 per vehicle.

Frisco, in addition, has published ramp-to-ramp rates from Kansas City to Irving, a suburb of Dallas, and joint rates with a motor carrier from Kansas City to several Texas points via Irving.

Kansas City Southern, incidentally, has an off-beat movement: imported foreign cars moving up from New Orleans to Kansas City. Using two trailers on its Clejan cars, KCS can get 12 autos to a flat car.

Clejan equipment fits into the picture in more places than on the KCS. Southern Pacific's recent order for 50 85-ft cars is part of a general equipment acquisition on the part of most Pacific Northwest roads. Northern Pacific is expected to authorize the purchase of some additional flat cars, probably of the Clejan type, and some highway trailers as well. Down south, Cotton Belt's entry into the field suggests

that interchange with parent Southern Pacific, and equipment compatible with SP's, is in prospect.

Centering devices for Clejan unloading ramps have been installed by most roads serving major rail points involved in auto-TOFC movements. Some of them were prompted by the use of Clejan cars by freight forwarders (for instance, UP's at Los Angeles and Portland, MP's at St. Louis), but the auto movement is resulting in others. Seattle and Tacoma are equipped (Seattle by more than one road). The five key points named in the tariff—Kennewick, Pasco, Renton, Spokane and Wenatchee, Wash.—will be able to handle Clejan loads.

General American Transportation Corp. has come up with a low-cost dolly built specially for auto transport trailers and furniture vans, the springs of which generally are underslung and ride close to the pavement. At about $150 a pair, the dollies permit easy and inexpensive equipping of trailers.

SP obtains its highway rigs from subsidiary Pacific Motor Transport, which has more under construction. The road is considering the idea of a rig which could carry autos in one direction and other types of freight on the return movement. Such a device would help overcome the drawbacks in what is inherently a one-way haul.

Elsewhere, Western Pacific also is looking hard at auto TOFC. Test movements have gone successfully to both Portland and Salt Lake City, and the road has high hopes of picking up new traffic. WP serves a Ford plant, and is seeking to set up rates and service arrangements.

Western roads, however, aren't the only ones interested. Chesapeake & Ohio for one, has the proposition under consideration. So do the Canadian

(Continued on page 28)

Watching Washington *with Walter Taft*

Mr. Taft is on vacation. During his absence, this column is being written by other members of the staff.

• **TRUCKERS HAVE WON** a reprieve in the eastern iron and steel rate case. They have obtained federal court restraining orders against enforcement of ICC orders prescribing minimum truckload rates on iron and steel articles (RA, April 20, p. 10).

THE ICC ORDERS which the truckers took to court were hailed as a victory for the railroads. They were designed to raise truck rates which were "clearly below a compensatory level," and to provide "a floor below which future rates must not go, thus ending destructive competition."

SOME TRUCKERS filed new tariffs as ordered. But many others didn't, and the ICC this month instructed its Bureau of Inquiry and Compliance to take "immediate" enforcement steps. Now, the Commission has suspended all of the new rates pending a further order from the courts.

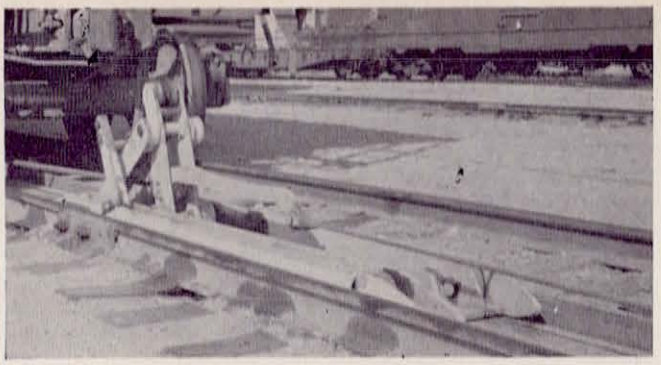
• **NO OPPOSITION** to the Railway Express Agency's "survival plan" (RA, July 6, p. 41) developed at last week's hearing before ICC Examiner Howard Hosmer. Testifying at the 90-minute hearing in support of the new express agreement (to become effective Oct. 1) were REA President William B. Johnson, Illinois Central President Wayne A. Johnston, Great Northern President John M. Budd, and Fred Carpi, Pennsylvania vice president—sales, all Agency directors. Nine other directors—including Lackawanna President Perry M. Shoemaker, Erie President Harry W. Von Willer, and REA Chairman Alfred L. Hammell—were present.

THE WITNESSES AGREED that the salient feature of the new agreement is that it will permit the Agency to show a profit or loss for the first time in its history. In the past, said REA President Johnson, the Agency's management "has not had the benefits or the disciplines of a profit and loss statement." He added: "I do not mean to imply that they have been intentionally careless about expenses or have not tried to operate the business in the most efficient manner, but there is bound to be a certain lack of incentive when everyone knows that regardless of the efficiency of the operation the business will exactly break even."

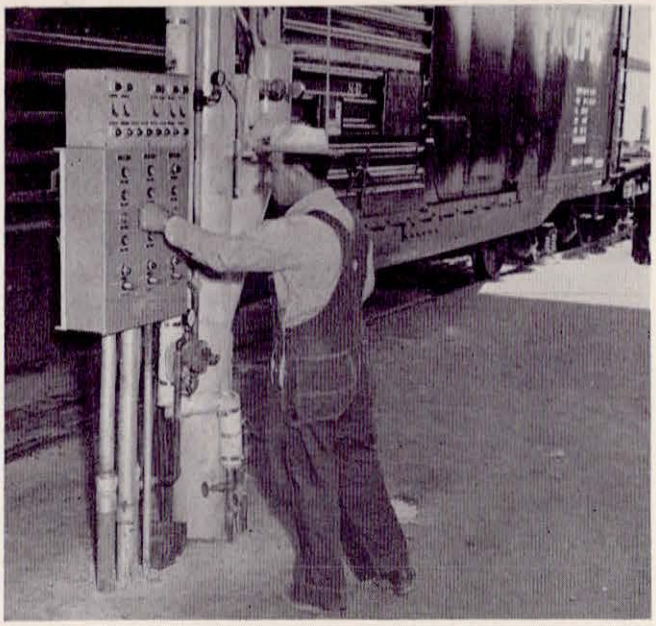
UNDER THE CAR-FOOT-MILE rate plan, which is to become effective Jan. 1, 1963, the Agency will buy line-haul transportation from the participating railroads. In the view of GN President Budd, this plan will serve three purposes: "Agency accounts will reflect, for the first time, rail costs so that it will know whether or not it is a profitable operation; the railroads will be compensated on a basis calculated to return them their out-of-pocket costs; and the Agency may be able to accumulate funds to help finance a badly needed program of capital expenditures."

FREEDOM OF ROUTING is another major feature of the new agreement. IC President Johnston pointed out that the new agreement will permit the Agency to route its traffic "unencumbered by previous restraints based upon historical routing and confer upon it freedom to select any mode of transportation to be used, whether railroad, water carrier, motor carrier, airline or otherwise." He added: "This independence of action will enable the Agency to become a real competitor in the small package field and that assures better service to the public."

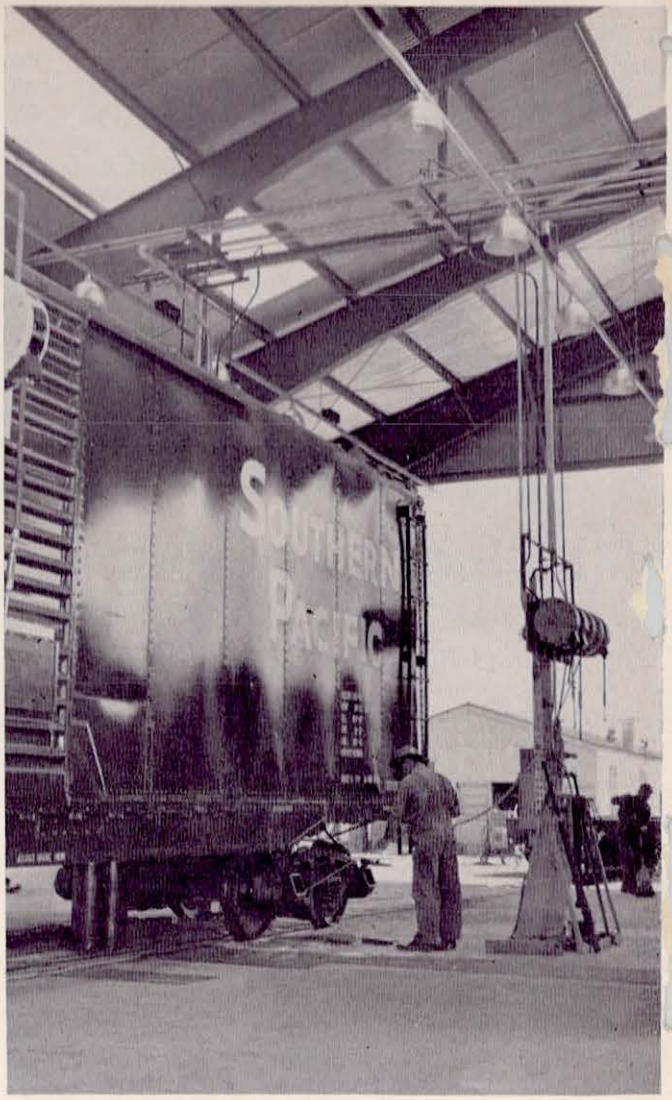
A THOROUGH RATE OVERHAUL is part of the overall plan to revitalize the Agency, PRR Vice President Carpi told the hearing. For example, he said, "one would think that the rate structure would permit a lower rate between higher volume points, with higher rates between the points where the cost of handling the traffic is so high and where competitors are not interested in handling it."



MECHANICAL CAR-PULLING SYSTEM includes a "rabbit" which engages car axle and moves car to the desired location.



PUSH BUTTONS at SP's Roseville repair shop control mechanical car-pullers and protective equipment.



JOURNAL BOXES ARE CLEANED with air and oil from hose reel stations, one at each end of each repair track.

SP 'One-Spots' Car Repairs

"There are three general areas which must be considered when modernizing shop facilities. These are:

- "Organization and planning;
- "Flow of work through shop, and
- "Materials handling."

In discussing the third part of that statement before the most recent meeting of the AAR Mechanical Division, J. W. Corbett, vice president-system operations, Southern Pacific, said:

"There have been excellent examples of . . . efficient materials handling methods on certain railroads. One of these, which I think is outstanding, is the so-called one-spot car repair system, designed to replace the conventional rip track. In this type of shop, which we have just completed at Houston, Tex., and Roseville, Calif. . . . the materials required for car repairs are brought to the men doing the work."

The one-spot repair system referred to by Mr. Corbett was developed by the Southern and is sold under license by the Railway Maintenance Corporation.

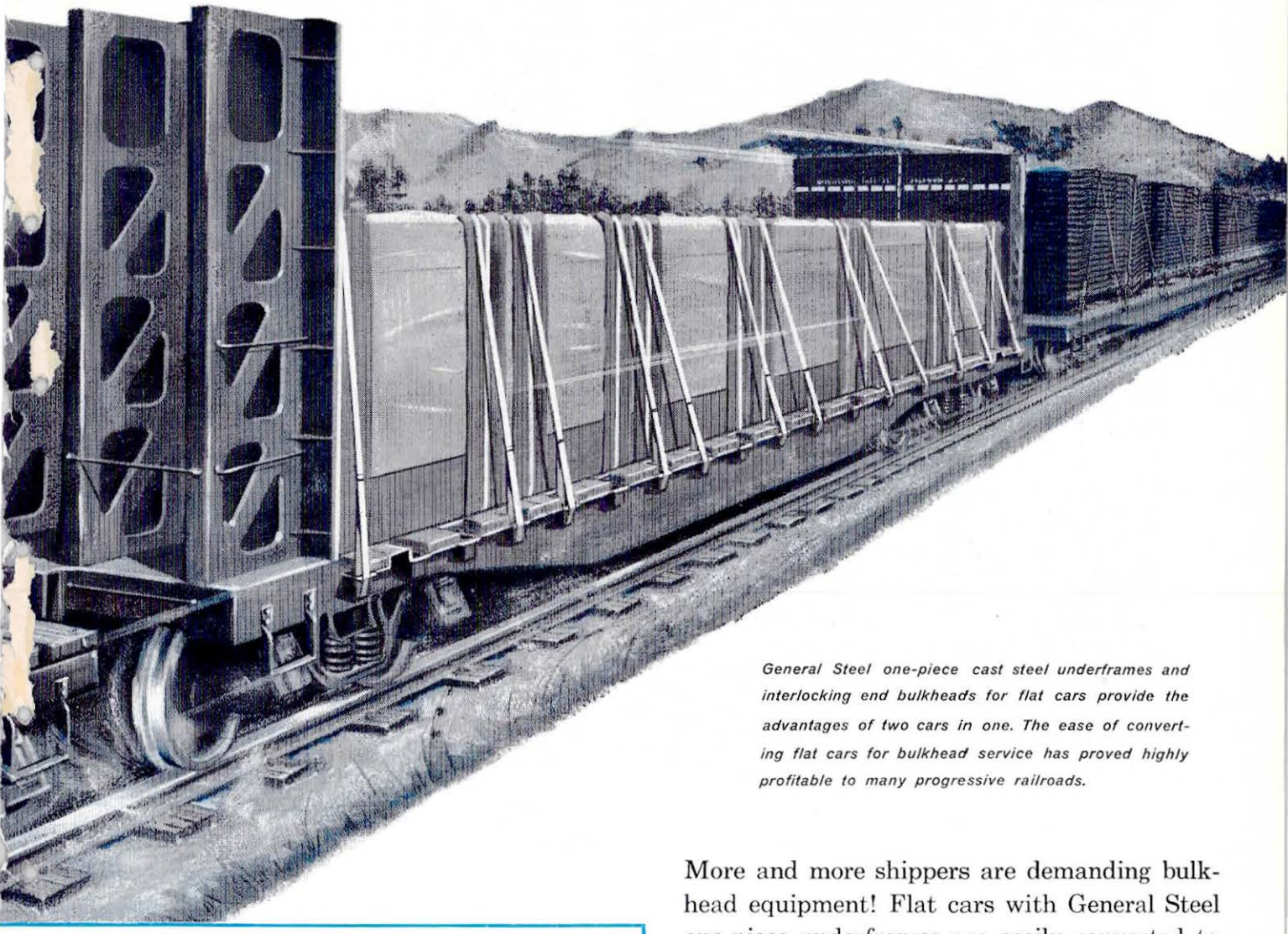
The Roseville facility is a three-track system with inbound leads, a repair building housing a work area and an outbound section where cars can be accumulated before they are returned to the train yard. The Houston facility is similar, except that it has four repair tracks. At both sites, original rip-track layouts were removed and the spot system installed at the same location.

Inbound leads are divided into two sections each. The first receives cars from the train yard; the second progresses cars into the repair area without interruption of work. Mechanical car pullers, operated by push-button controls located in the repair area, are installed on the inbound sections. Car stoppers at the jacking locations permit accurate spotting of cars. Upon completion of repairs, cars are moved from the repair areas by the mechanical pullers to outgoing tracks before being switched back to the train yard.

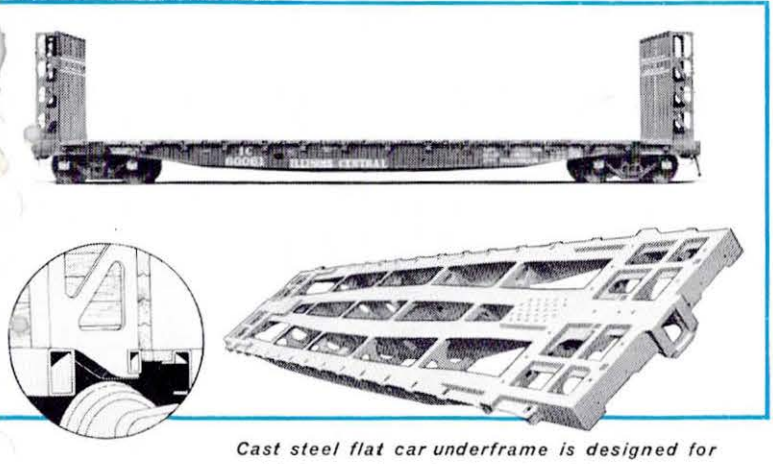
All repair work is performed within the repair building, one car at a time on each track. The repair area is equipped with stationary hydraulic jacking equipment designed to raise one end of a car in seconds, either from the side or center sills. Jib cranes equipped with electric hoists are used in making truck repairs. Mobile cranes handle material and assist in car repair work at both facilities.

Each track has hose reels for oxygen

. . . where railroad progress is cast in steel



General Steel one-piece cast steel underframes and interlocking end bulkheads for flat cars provide the advantages of two cars in one. The ease of converting flat cars for bulkhead service has proved highly profitable to many progressive railroads.



Cast steel flat car underframe is designed for quick, low cost application of upright ends.

More and more shippers are demanding bulkhead equipment! Flat cars with General Steel one-piece underframes are easily converted to bulkhead cars by the application of cast steel upright ends. In all General Steel underframes, the metal is properly distributed where it is needed for strength, and the *extra* strength required for use with end bulkheads is provided as a built-in advantage. The cast steel end posts are easy to apply, permit maximum loading space.

General Steel flat car underframes assure longest life, lowest maintenance costs and greatest availability of equipment. They're your best investment, by far.

GENERAL STEEL CASTINGS

GEARED TO PROGRESS
RI MEMBER

GRANITE CITY, ILL. • EDDYSTONE, PA. • AVONMORE, PA.

and acetylene, journal-box oil, air and oil for cleaning journal boxes, and water and compressed air for testing air-brake equipment and operating pneumatic tools. At Roseville, welding machines are located overhead, with reels for handling the welding cable.

Materials are strategically located within the work areas so as to be readily accessible to each repair track. Heavy materials, such as wheel and axle assemblies, side frames, etc., are stored adjacent to the repair building.

It is not generally necessary to segregate cars as to class and kind of repairs; however, tie-downs on one track at each site hold the cars for heavier repairs when required.

Billing repair-card data is voice-recorded on tape and transcribed on billing forms in the respective central offices in lieu of preparing a written record at the car-repair site. A three-man communications system is installed between the repair area, train yard and yard tower.

Entrance switches are manually operated and electrically locked. They are controlled from the repair area by push button. Power-operated derails and the electric blue-flag system are push-button controlled.

Some repair building roof sections are equipped with clear plastic panels to admit natural light during daylight hours. Artificial lighting is installed for night operations. At Roseville, radiant floor heating makes the work area more comfortable during inclement weather. Toilet and lavatory facilities are located both at the work area and next to a room which has lockers and lunch tables. A new air-conditioned office has been built adjacent to the repair building. At Houston, clerical forces are not housed in the repair area, although supervisory forces work in modern offices nearby.

Engineering at Roseville was handled by the SP's engineering and mechanical departments under Chief Engineer W. M. Jaekle and S. M. Houston, general superintendent, respectively. Actual construction was under direction of Sacramento Division Engineer H. F. Dully. Car repair operations are supervised by N. G. Moore, master car repairer, and R. L. Cannon, general car foreman.

At Houston, engineering was directed by Chief Engineer L. A. Loggins and Mechanical Department Superintendent F. E. Russell. The former directed actual construction efforts. The new car repair facility is under jurisdiction of P. L. Scott, shop superintendent.

Railroading After Hours with Jim Lynch

WAYBILL 95 YEARS OLD—Tom Jefferson of the C&O at Richmond has shown me a waybill, dated 1864, of the Virginia Central (now C&O). It covers movement of several carloads of military supplies for the Confederate forces, from Richmond to Gordonsville.

The most noteworthy feature of the waybill is its remarkable Spencerian penmanship. The long-gone clerk who filled out this waybill not only wrote beautifully, but legibly too. Perfection in penmanship used to be the pride of most people in clerical jobs, before the days of the typewriter. Nowadays, if you find a fellow whose writing you can read, more often than not he's an ex-telegrapher.

RAILROADS AND TROY—John Burke of Watervliet, N.Y., nominates Troy, N.Y., as the most noteworty town to lose its railroad passenger service. This is not so much because of Troy's size (although it's a big place—80,000 inhabitants), but because Troy was an important railroad junction, with a union station. Four railroads owned and operated this joint terminal (B&M, Rutland, D&H, NYC)—and it enjoyed through service to such population centers as Chicago, Boston, Montreal and New York. It had half-hourly train service to Albany. Now the station site is an auto parking lot.

FEATHERBED ORIGIN—Time magazine says the term "featherbed" was first used around 1910—by a trainmaster who answered a conductor's complaint about his uncomfortable mattress by asking "What do you want, a featherbed?"

This report, even if accurate, doesn't explain how the term came to be used to designate job-making and full-pay-short-hours conditions. Until somebody shows me this word in print, with its present day meaning, dated earlier than 1934, I'll still believe the late F. J. Lisman coined the term and first used it in the December 29, 1934, Railway Age.

Mr. Lisman's articles had a large circulation. He took out his author's pay in reprints which he distributed widely. Shortly after he used this word in his Railway Age article it began to pop up all over. Certainly the term was not in common use with its present-day meaning back in 1910— or in 1920 or 1930 either.

BRITISH WISDOM—The biggest bargain in railroad literature that I know of is Railway Age—which costs its regular railroad subscribers less than 6¢ a copy. Another bargain, less widely known on this side of the Atlantic, is a magazine called "British Transport Review," which is published three times a year by the British Transport Commission (222 Marylebone Rd., London, N.W.1.). You can get a copy for a shilling (14¢).

It's one of my favorite publications from overseas, and should interest any railroader concerned with top policy questions, such as rate-making, cost-finding, freight car utilization, capital improvement programs, and so on.

GERMAN EFFICIENCY—The April issue of the British Transport Review compares freight car utilization in Britain and Germany. British Railways at the beginning of 1958 had 1,090,000 revenue freight cars (average capacity 14.54 long tons). German railways (so says the report) handle just about the same traffic volume as the British railways—which have four times the number of cars and 2½ times the aggregate car capacity.

More evidence of German alertness from the December 1958 issue of the BTR: They have got the problem of private trucking well in hand. Its total volume was reduced from 3.6 billion ton-kilometers in 1956 to 3.1 billion in 1957—by the imposition of a substantial tax (1¢ per ton-kilometer of freight in vehicles up to 4 tons' capacity and 1¼¢ in larger vehicles).

Monon Gets Set for Growth

"You watch us in 1960—we're going to go places."

The speaker: New Monon President Carl A. Bick, a man well aware of the problems and opportunities handed to him when he moved into the president's office earlier this year.

Monon, in recent years, hasn't lacked for problems—but it's never lacked, either, for colorful presidents to wrestle with them: John Barriger, engineer-operating man and a great student of the industry; Warren Brown, shipper-oriented traffic man; and now Carl Bick, who appears to be cast from a similar mold.

Mr. Bick is a man in love with his job—and not afraid of the difficulties it involves.

Q. What about your problems here—do you find them much different on a small road than on a large one?

A. We've got the same problems big roads have—and fewer people to solve them. Here we've got one man to do two jobs, instead of maybe four or five men to work on one problem. When problems come up, you've got to handle them yourself—we don't have anybody to sift through all the material and digest it and come in with suggestions. There are two things about a small road: It makes a lot more work for the individual. But it's a great deal more fun—you've got less frustration than you sometimes have in a large organization, where a man with ideas occasionally has trouble getting through channels. Let's face it, when you're small you live by current necessity—or you don't live.

Monon is living by current necessity—and making a fairly decent living at it. Last year, when many a larger property went deep into the red, Monon posted a profit of $100,000, with the help of a Federal income tax credit. This year, barring a combination of adverse factors, Mr. Bick figures his road may come close to its 1957 net—$546,000.

Q. How are you looking at 1959, now that half of it is on the books?

A. Up until the middle of July we were rather optimistic. The hopes were that we would at least equal 1957 net and possibly exceed it somewhat. But the steel strike, of course, has changed the picture considerably.

Even allowing for lost business in steel, however, Monon has another pair of aces which may give it a winning hand: Indiana corn—and 1960 automobiles. Expected heavy shipments of both could go a long way toward erasing the traffic slump in steel.

Monon's president shows some concern over the whole business picture. "General business, it seems to me, is beginning to slow down a little bit. Even those businesses not directly affected by steel are beginning to show some caution in their shipments. If that continues, then the year '59 is in the lap of the gods."

Q. Is this attributable indirectly to the strike? Or is it perhaps industry's pausing for breath?

A. Well, of course in July we had a miners' holiday which completely eliminated coal traffic . . . and many larger companies had plant vacations. But we've thought that in addition to those bad traffic features, there is also a slowing down while large business concerns—and medium and small as well—look to their year's balance as it will be affected by steel and the steel wage settlement which, as you know, has a profound effect on all wage negotiations.

In the meantime, Monon isn't waiting for shippers to beat a path to its freight stations. More than ever, business fall-off notwithstanding, the road is going after traffic, with a reorganized department headed by General Traffic Manager Karl A. Voth.

Q. Mr. Bick, what about your traffic department's operations now?

A. We think we have a rejuvenated traffic department that is looking at every prospect, at every possibility of increased traffic, with extreme optimism. They don't think 1959 is going to show them at their peak because it's a new organization that needs to sort of grind itself in. But it will be an organization that will be felt in the traffic field in 1960.

Q. What plans do you have for piggyback development?

A. We're looking at our piggyback operation—which up to now has been more of a traffic gimmick than a prospect for real contribution to revenues. A short railroad has a different problem from one of 500 miles or more. The terminal expenses we have to pay are completely out of proportion to total revenue from Plan II. The purpose we intend to follow—and vigorously follow—is a Plan I entry which will enable us to eliminate much of the terminal expense.

MONON'S CARL BICK—his plans for diversification aren't limited to the models in the background.

Carl Bick, though, doesn't see Monon piggyback restricted to Plan I. Monon will extend itself into all other TOFC plans—where there's money to be made. The only way the road can operate, he notes, "is to have the cash register ring. We must, therefore, confine ourselves in piggyback or any other operation to that which permits us to end up with net income."

Service, he feels, is Monon's long suit—and a virtual necessity if the little Hoosier line is to show profits.

"We sell service. We try to get a legitimately fair rate for the service we sell, but we recognize we must have service first in order to compete with the big railroads . . . As Karl Voth says, 'We haven't got enough chimneys on our railroad.' So we have to get traffic where we can and we get it by giving service par excellence."

Q. Where does Monon stand on such questions as guaranteed rates and joint rates?

(*Continued on page 16*)

NEW Column wear plate with high weldability

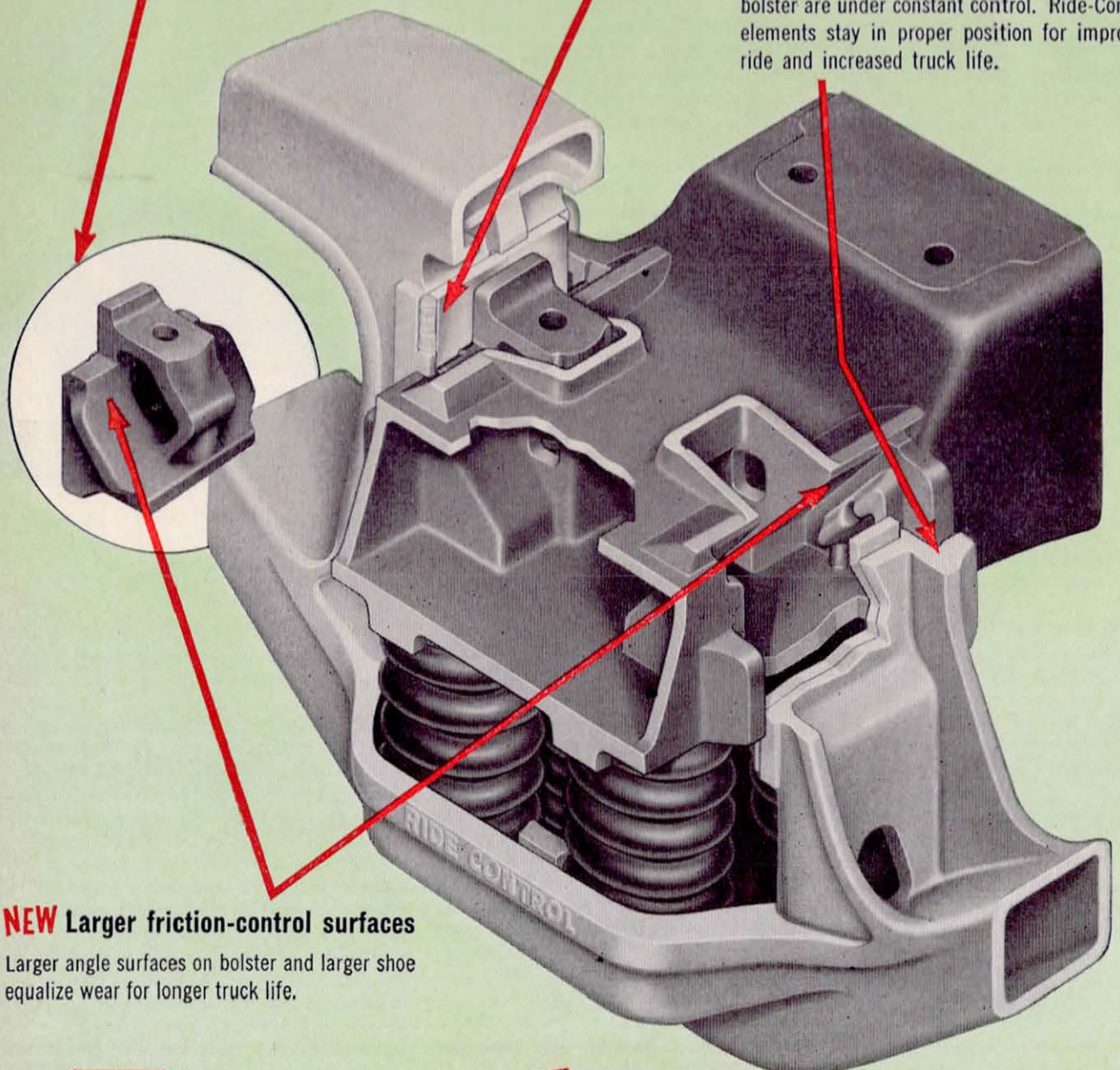
Steel composition and heat treatment developed for wear resistance, yet the plate is readily weldable.

NEW Wing shoe is shell-molded

Larger areas—plus ASF's precision casting process that results in smoother surfaces and closer tolerances. New longer-wearing steel, too.

NEW Superior bolster control

Longitudinal, lateral and rotary movement of bolster are under constant control. Ride-Control elements stay in proper position for improved ride and increased truck life.



NEW Larger friction-control surfaces

Larger angle surfaces on bolster and larger shoe equalize wear for longer truck life.

ASF NEW Ride-Control Truck

GEARED TO PROGRESS

RPI MEMBER

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Other Foreign Sales: American Steel Foundries, International, S.A., Chicago

New ASF Ride-Control® Truck gives you larger bearing areas, better shoe and bolster action. Result: Longer truck life.

Based on 20 years' experience with Ride-Control Trucks and continuing research, American Steel Foundries has designed the new ASF Ride-Control Truck to answer your needs for a lasting smooth ride. Bearing areas have been increased, critical wear points now last longer than ever. Shoe and bolster interaction has been improved, bolster shift minimized. You get balanced wear with lower maintenance costs because of longer life of the component truck parts. The new ASF Ride-Control Truck has been tested and proved in action on the ASF Service Laboratory Test Train, and is ready to give you even better service.

See it at the Allied Railway Show!

A. We want to handle freight and make money. If we can make contracts with people to handle as much of their freight as we're allowed to by law, and if we can make a sufficient amount per ton-mile to pay the way and give us some net besides, I am 100% for it . . . We're all waiting now, of course, for the Soo Line case to be settled. As soon as that is settled, I think you'll find all the railroads running around with their hands full of dossiers, trying to get somebody to go in with them.

Q. How about joint rates?

A. We have no objection to joint rates . . . We recognize that the railroads are no longer a monopoly in transportation. To stand on historical precedent is the device of the aged and beaten.

We want to be young. We want to stay in transportation—every phase of transportation. If there were some way we could make rates that would ring the cash register, I wouldn't object to joint rates—even with airlines.

Q. You mention 'every phase of transportation': What does Monon have in mind regarding diversification?

A. Our board of directors has asked us to get a certificate to allow us to operate truck lines along the entire line of our railroad . . . which indicates that we want to go into every form of traffic that is permitted under our charter . . . I think we can get approval. The Interstate Commerce Commission has been quick to give operating rights along the lines of railroads that have asked for them, and I'm sure the state [Indiana] has about the same policy. We anticipate no trouble.

Monon has a foot in the door on diversification—its old bus line. (The last bus was the one to French Lick "that we managed to get rid of because it was really costing us plenty. The only one that made money was the driver.") The bus line charter has been amended to cover truck activities—but the company is currently engaged in a freight car purchase and lease-back arrangement through which Monon is upgrading its car fleet. The railroad sold the former bus company a number of scrap cars; the subsidiary contracted with the railroad for complete rebuilding, and then leased the cars back to Monon on a per diem rental basis. Rebuilding costs: about half the price of new equipment.

Monon is also eyeing possible savings in its M/W operation. It's mechanized to the extent Mr. Bick feels a small road can afford to go. It has its own rail welding equipment. And it's programmed a rail replacement project which is expected to produce savings of about $1,000,000 over a six-year span.

Heavy rail—122- and 115-lb—will be lifted from the line to Indianapolis, welded into 100-ft lengths and relaid in the main line. Lighter relay rail will be welded and used on the Indianapolis line. Reason: elimination of passenger service to the state capital and Monon's subsequent finding that existing rail on the line "is too heavy for the traffic requirements foreseen."

That passenger traffic situation, incidentally, is one Monon hasn't quite figured out—but it's still trying.

Q. What's happened since you've taken off the Chicago-Indianapolis trains?

A. Of course we didn't get back all of the passenger assigned charges when we eliminated those trains, but we did get the out-of-pocket charges . . . And the remaining service, the Chicago-Louisville trains, could perhaps reach the point of paying its way on an out-of-pocket basis. I might even say we could possibly make a small profit from those trains, provided the Post Office Department gives us an increase in our postal rates and express earnings remain at about the level we're now enjoying. The sum of the added portions of revenue, plus the fact that other railroads are removing trains and diverting traffic to our Louisville trains, could help to give us sufficient revenue to cover most of the direct expense.

Monon, which sprawls across Indiana in the form of a giant X, is known as a college kid's railroad—five colleges are strung out along the main line and the comings and goings of the collegians can put money in the till. But, Carl Bick sighs, charting the kids' travel habits is a job beyond the capability of a combined accountant-psychologist.

"College kids," he comments wryly, "have long thumbs. When we put on cars, the weather's good and we don't get customers. Then, when they've told us they're going to thumb a ride, the weather turns bad and we haven't enough cars—so it's kind of a mess sometimes. But we do the best we can and intend to continue doing that with these trains. We want to make them pay far worse than the people of Indiana who objected to our taking them off. We want passenger trains if there's a dollar to be had out of them."

So that's Monon, in the first year of Carl Bick's presidency—caution and optimism in search of profitability. On the president's part, it's mostly optimism:

"I think we've got the strongest organization this railroad has yet had. We're looking to the future without fear—we know we've got people with wit and imagination to carry us over the rough spots that lie ahead."

Imagination and auditing. . .

"Anybody with imagination and a good auditing background can hold any job in industry. One quality alone can make a dreamer or a bookkeeper. But the two together make a good man in any job."

Monon President Carl A. Bick appears to qualify on both counts. The Burlington provided the auditing background—he started with the Q in 1913 and became a traveling auditor at the age of 25. ("That's a real good way to train a man—send him out, give him a territory and let him have responsibility. . . .Let him handle station reports and joint facility work and work with superintendents.") Mr. Bick then moved into capital expenditures work for 12 years ("much of the time on special efficiency studies—they call it cost accounting now"). From 1936 to 1949 he was in the Q's disbursement office.

Then in 1950 he moved to the Monon as comptroller—and showed enough imagination to be made man-in-charge during President Barriger's absences from the property. Carl Bick was named VPO in 1953, became chief executive officer last year, and took over as president last April.

Opportunity Knocks Twice

During two weeks in September, railroad officers can see the latest in product developments. Place: Chicago. Dates: Sept. 14-17 for engineering exhibits; Sept. 20-23 for the mechanical show.

A. J. READING

ENGINEERING

Twenty-three new exhibitors will be among the 110 supply companies slated to display new products next month at the triennial exhibit of the Association of Track & Structure Suppliers. The show will be staged Sept. 14-17 at the Chicago Coliseum, in conjunction with the annual meetings of the American Railway Bridge & Building Association and the Roadmasters' and Maintenance of Way Association of America.

Since the convention sessions don't get under way until the morning of Sept. 15, members of the associations may arrive in Chicago a day early to inspect the exhibits at their leisure. Another opportunity to study the displays will come on the afternoon of Wednesday, Sept. 16, when no convention sessions are scheduled.

Thus far, the 110 exhibitors have snapped up 274 of the 276 booths available at the Coliseum. In all, about 75% of the association's total membership (146 companies, including 12 new members) will be exhibiting.

Like the Allied Railway Supply Association, which exhibits in Chicago the following week, the track and structure suppliers are pushing for exhibit attendance from a wide range of railroad personnel—executive, operating and purchasing officers, engineering officers and staffs, division forces, track and bridge and building men.

Actually, the total number of exhibitors has declined slightly since the 1956 exhibit—113 then vs. 110 now. As association officers point out, a few companies have gone out of the railroad supply field and others have merged—but still the total hasn't dropped significantly, and the association has those 23 new exhibitors as evidence of continuing supplier enthusiasm for the field.

A. J. Reading, president of the suppliers' association, says the industry response has been "a tremendous thing. Based on last year's conditions, we were a little skeptical that we could fill the whole hall. But right now we have only two empty booths—and we'll even have some companies with exhibits outside the building."

Mr. Reading, of Nalco Chemical Company, pointed out that "everything on display will be an advance over what has been shown before—regardless of which part of the track and structures field you're talking about."

Reports from manufacturers scheduled to participate in the exhibition indicate many of them will be exhibiting improved models of their equipment. In some cases, entirely new types of machines are being rushed to completion for unveiling at the show.

After the September exhibit, Mr. Reading notes, there won't be another show by his association until September 1962. The National Railway Appliances Association will stage the next engineering exhibit in connection with AREA and AAR Engineering Division meetings.

Fabian Bachrach

GEORGE L. GREEN

MECHANICAL

At least $20,000,000 worth of railway equipment—the newest in product developments for a multi-billion-dollar industry—will be on display in Chicago Sept. 20-23. The occasion: The Allied Railway Supply Association convention and exhibit, held in conjunction with the annual meeting of the Coordinated Mechanical Associations.

As Allied's officers look at it, the exhibit will be a once-in-a-decade opportunity for railroad men to get a panoramic view of the newest in products and methods in the mechanical field.

It may be a significant show, in a number of ways:

- Track space has been made available for exhibits—a first for an Allied show in Chicago.
- The number of new exhibitors is running high—a late count showed 18 exhibiting for the first time.
- Industry-wide attendance is being pushed hard. Technically, it's a mechanical department show—but the size of the exhibit and the nature of the products makes it equally valuable to executive, operating and purchasing department officers.
- This exhibit could be *the* successor to the Atlantic City exhibits—and the forerunner of a whole new series of comprehensive railroad product shows.

George L. Green, president of Allied and vice president, sales, of Pullman-Standard, puts it this way:

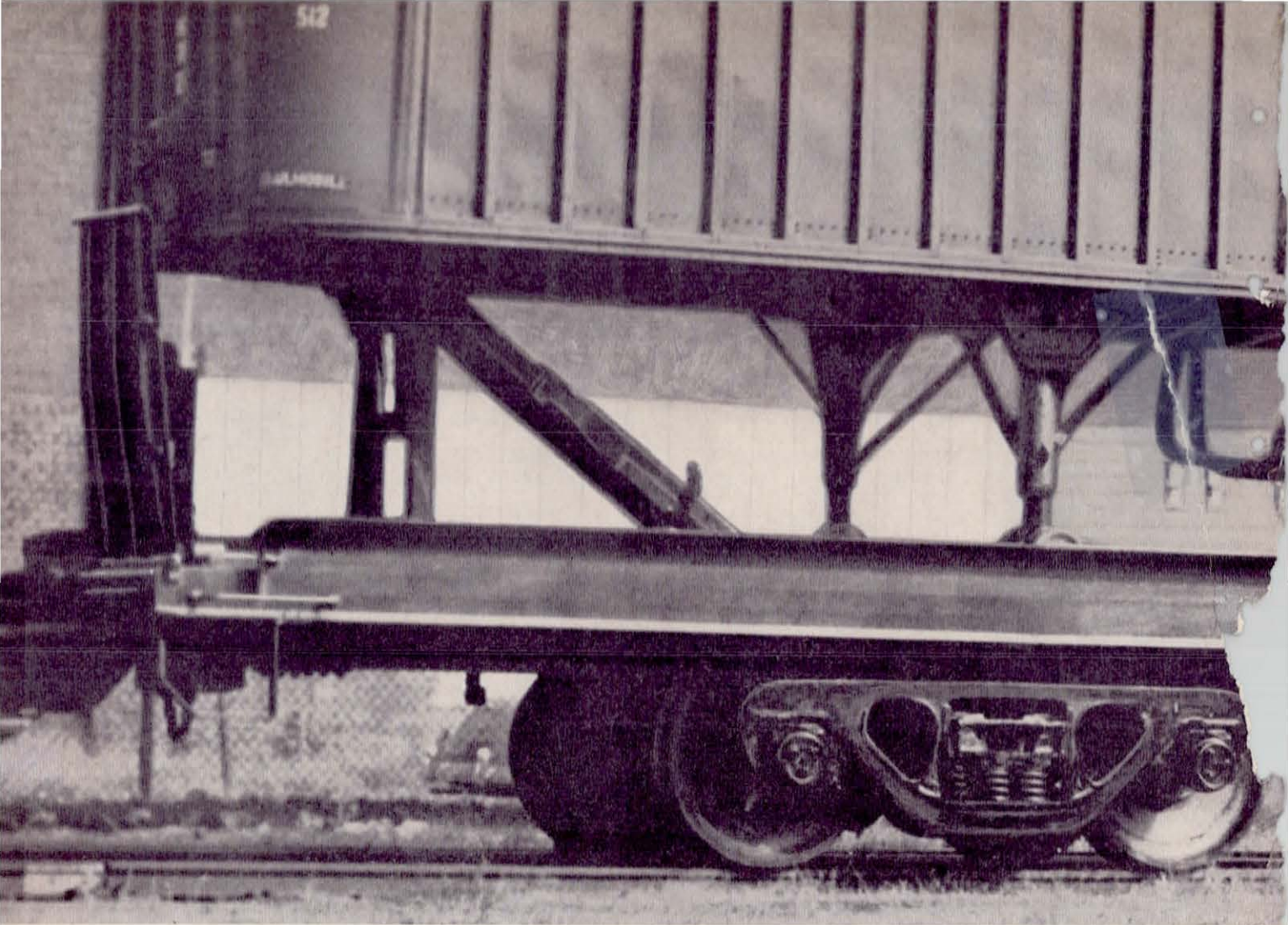
"We had our doubts on this track exhibit at first—but a few of us went out right off the bat and underwrote some space to make it a success—and now it's exceeded our fondest expectations. We thought if we got 10 to 15 companies we'd be doing very well."

Indications now are that approximately 21 companies will have track exhibits. (Allied originally arranged to lease 1,500 ft of Illinois Central track—and promptly had to boost the space by an additional 600 ft.)

Many of the track exhibitors also will have booths at the Sherman Hotel, headquarters for the mechanical associations' annual meeting. With the show still several weeks away, 130 exhibitors are signed up for the hotel.

Piggyback, in partcular, will get a big play, with displays of three major systems—Clejan, Trailer-Train and Flexi-Van. And piggyback is largely responsible for bringing new companies into the show. "Take trailer companies," Mr. Green notes. "They've shied away from ever exhibiting in railroad shows—but they're here because they're as vitally interested in piggyback as railroad men."

Next month's show, Allied's president points out, will be the first big track exhibit in six years—and the next grand-scale show may be another five years away. That's why Allied is looking at the '59 exhibit as a time-saver, a money-saver for the railroads.



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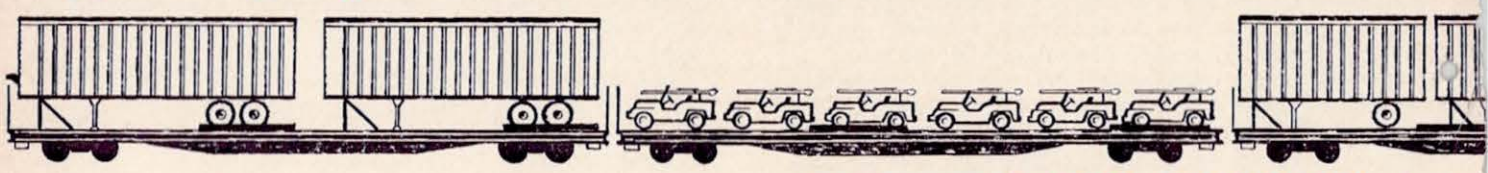
Its lighter construction enables it to carry higher payloads: two 40′ or three 27′ trail-



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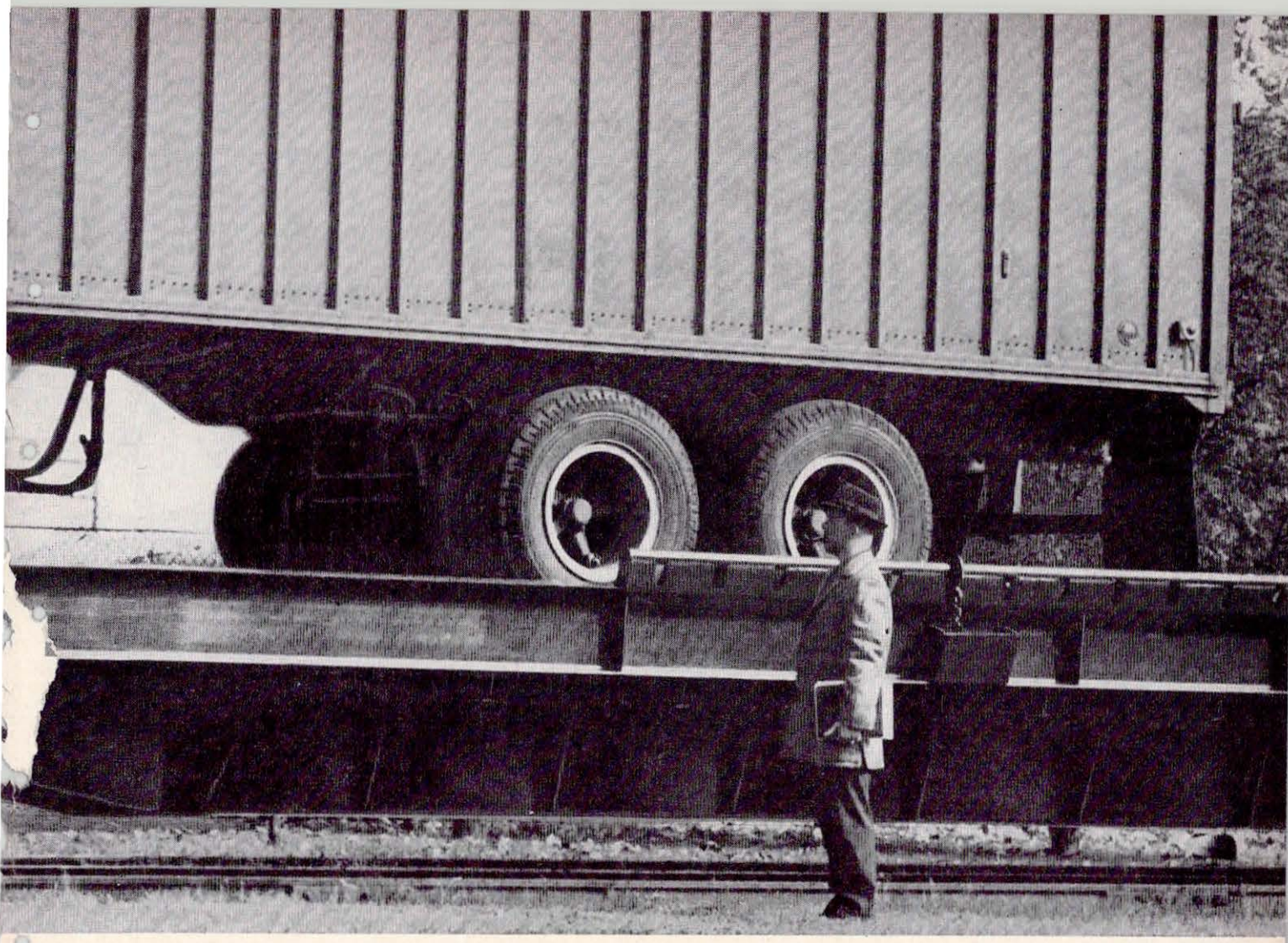
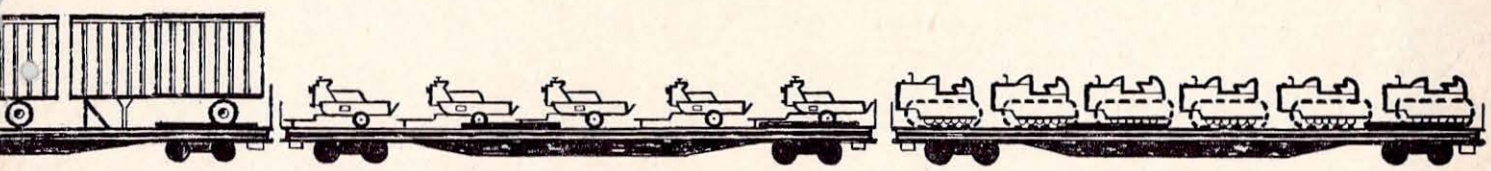


TO THE IDEAL PIGGYBACK CAR

ers, most types of construction equipment, farm equipment and military vehicles.



See the ACF Production Design 85' Piggyback Car, Chicago Allied Railway Supply Exposition, September 20-23.

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REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF JUNE AND SIX MONTHS OF CALENDAR YEAR 1959

Name of Road		Average mileage operated during period	Operating Revenues				Operating Expenses									Operating ratio		Net from railway operation	Railway tax accruals	Net Railway operating income	
							Maint. Way and Structures			Maint. Equipment											
			Freight	Pass.	Total (inc. misc.) 1959	Total (inc. misc.) 1958	Total 1959	Total 1958	Deprec. and Retirements	Total 1959	Total 1958	Deprec. and Retirements	Traffic	Transportation	Total 1959	Total 1958	1959	1958			1959	1958
Akron, Canton & Youngstown	June	171	510	....	527	428	57	45	6	82	62	15	38	160	383	329	72.7	76.9	144	75	37	27
	6 mos.	171	3,010	....	3,090	2,392	360	308	33	445	377	89	256	924	2,254	2,055	73.0	85.9	835	461	261	28
Alabama, Tenn. & Northern	June	214	257	....	259	268	50	50	6	17	15	6	5	80	154	147	59.6	55.1	105	15	2	53
	6 mos.	214	1,718	....	1,770	1,483	299	297	39	67	168	34	26	491	904	1,046	51.1	70.5	866	235	165	26
Atchison, Topeka & Santa Fe	June	12,996	51,577	4,412	60,706	49,889	7,596	5,906	1,647	10,533	9,184	2,356	1,441	19,870	41,925	36,335	69.1	72.8	18,780	10,359	6,976	5,317
	6 mos.	13,079	273,764	18,053	319,619	272,908	39,824	33,656	5,508	62,383	56,531	13,545	8,288	110,564	234,989	212,716	73.5	77.9	84,630	48,167	31,634	22,917
Atlanta & St. Andrews Bay	June	81	338	....	343	326	43	33	3	28	26	8	8	77	177	157	51.7	48.1	166	79	54	55
	6 mos.	81	1,932	....	1,961	2,102	252	207	21	186	178	47	43	449	1,063	974	54.2	46.3	898	413	292	390
Atlanta & West Point	June	93	239	26	314	297	41	37	7	53	50	14	18	131	264	264	84.0	88.6	50	19	9	—7
	6 mos.	93	1,450	133	1,899	1,803	250	217	46	307	316	85	108	794	1,592	1,613	83.8	89.5	307	105	58	—59
Western Ry. of Alabama	June	133	302	24	362	315	61	44	11	59	56	19	20	135	295	266	81.7	84.4	66	45	20	17
	6 mos.	133	1,756	123	2,113	1,972	310	276	58	355	343	114	121	820	1,747	1,691	82.7	85.8	366	245	111	98
Atlantic Coast Line	June	5,300	10,305	1,042	12,291	12,075	2,013	1,824	273	2,373	2,271	623	482	5,101	10,566	10,200	86.0	84.5	1,725	500	636	521
	6 mos.	5,303	66,664	8,152	81,081	76,483	11,221	10,830	1,148	14,322	14,030	3,680	2,876	31,599	64,357	62,580	79.4	81.8	16,723	7,500	5,699	3,662
Charleston & West. Carolina	June	343	545	....	557	603	115	104	8	88	92	29	20	178	415	407	74.5	67.6	142	80	47	69
	6 mos.	343	3,414	....	3,485	3,571	770	663	51	564	496	172	126	1,085	2,647	2,417	75.9	67.7	838	505	289	403
Baltimore & Ohio	June	5,917	34,254	1,450	38,807	32,606	4,743	3,341	524	6,876	5,362	1,087	980	15,133	29,810	25,225	76.8	77.4	8,997	3,320	3,665	3,360
	6 mos.	5,917	184,279	7,229	205,953	187,378	22,844	18,969	2,995	37,976	31,893	6,755	5,864	86,054	164,012	150,385	79.6	80.3	41,940	13,287	17,442	13,928
Staten Island Rap. Tran	June	29	184	86	275	288	54	58	12	36	37	1	2	151	275	280	100.0	97.3	....	51	—72	—58
	6 mos.	29	1,135	506	1,683	1,712	332	321	73	236	224	10	13	938	1,720	1,675	102.2	97.8	—37	288	—461	—381
Bangor & Aroostook	June	602	783	21	850	950	182	219	21	284	273	110	34	308	898	911	195.7	96.0	—48	67	118	178
	6 mos.	602	7,670	138	8,071	9,074	1,975	2,254	115	1,760	1,734	686	190	2,315	6,769	7,091	83.8	78.2	1,311	601	1,086	1,532
Bessemer & Lake Erie	June	203	3,492	....	3,578	2,069	258	294	21	663	439	141	39	691	1,736	1,421	48.5	68.7	1,842	1,224	928	959
	6 mos.	203	12,714	....	13,106	6,329	1,402	1,476	138	3,908	3,166	832	237	2,919	9,390	8,154	71.6	128.8	3,717	3,669	2,553	—1,026
Boston & Maine	June	1,570	5,282	617	6,426	6,204	815	792	198	918	828	288	154	2,686	4,957	4,990	77.1	80.4	1,469	465	454	272
	6 mos.	1,570	30,745	3,753	38,361	38,504	4,842	5,888	938	5,331	5,397	1,641	903	17,040	30,499	33,233	79.5	86.3	7,862	2,871	1,763	—912
C. P. R. in Maine	June	234	562	33	621	475	152	115	20	70	68	17	9	152	401	356	64.7	75.0	219	37	112	36
	6 mos.	234	4,807	245	5,207	4,545	799	749	121	723	694	104	52	1,225	2,927	2,857	56.2	62.9	2,280	205	1,560	999
Carolina & North Western	June	285	295	....	301	243	46	51	7	30	29	21	5	75	179	170	59.5	58.8	122	27	49	33
	6 mos.	285	1,664	....	1,700	1,562	282	295	41	187	177	126	31	451	1,071	1,056	63.0	67.6	628	133	204	203
Central of Georgia	June	1,745	3,395	104	3,690	3,445	586	598	46	682	652	182	180	1,445	3,078	3,052	83.4	88.6	613	283	355	194
	6 mos.	1,754	20,293	718	22,216	21,202	3,457	3,529	262	4,137	3,922	1,137	1,055	8,764	18,571	18,366	83.6	86.6	3,645	1,552	2,088	1,628
Central of New Jersey	June	597	4,090	507	4,864	4,439	548	484	97	827	713	181	74	2,129	3,814	3,609	78.4	81.3	1,050	503	298	120
	6 mos.	597	21,856	2,892	26,694	26,130	3,049	3,172	572	4,926	4,567	1,003	450	12,937	22,760	22,373	85.3	85.6	3,935	2,783	—92	—187
Central Vermont	June	375	819	31	935	938	251	481	23	114	195	9	29	354	780	1,025	83.5	109.3	155	60	—29	—296
	6 mos.	375	4,584	275	5,326	5,269	1,089	1,471	111	681	656	57	119	2,140	4,264	4,693	89.1	89.1	1,062	306	12	—631
Chesapeake & Ohio	June	5,122	30,425	574	32,614	28,892	3,540	2,880	466	5,193	4,579	1,857	891	11,063	22,400	20,124	68.7	69.7	10,214	4,911	5,768	5,185
	6 mos.	5,122	169,403	2,981	181,066	167,119	19,490	18,340	2,700	30,840	29,497	11,217	5,211	64,875	130,430	125,518	72.0	75.1	50,636	23,241	30,223	25,034
Chicago & Eastern Illinois	June	862	2,736	207	3,202	2,694	361	366	31	593	527	165	146	1,189	2,384	2,374	74.4	88.1	818	245	339	—28
	6 mos.	862	16,124	948	18,723	17,201	2,166	2,184	179	3,028	2,933	956	871	7,230	14,308	14,120	76.4	82.1	4,414	1,268	1,801	675
Chicago & Illinois Midland	June	121	647	....	660	471	57	59	6	101	91	23	31	146	378	356	57.2	75.7	283	161	121	40
	6 mos.	121	3,532	....	3,619	3,168	253	216	45	690	638	139	186	862	2,154	2,143	59.5	67.6	1,465	812	590	385
Chicago & North Western	June	9,287	16,980	1,702	20,079	17,586	3,487	2,648	381	3,046	2,815	1,006	599	7,878	16,094	14,447	80.2	82.2	3,985	1,462	1,660	1,019
	6 mos.	9,287	91,482	9,082	109,532	100,987	17,579	15,123	2,365	18,575	17,070	5,964	3,268	47,273	93,461	87,438	85.3	86.6	16,071	7,779	3,129	867
Chicago, Burl. & Quincy	June	8,687	16,839	1,963	20,825	19,710	3,760	2,985	489	4,455	3,554	1,051	651	8,607	18,566	16,259	89.2	82.5	2,260	1,225	729	1,605
	6 mos.	8,687	107,965	9,270	129,748	118,634	17,968	15,389	2,495	26,434	22,428	6,224	3,925	51,768	106,244	96,091	81.9	81.0	23,503	12,018	8,568	9,211
Chicago Great Western	June	1,469	2,706	9	2,915	2,801	464	476	42	443	402	128	130	966	2,099	1,998	71.7	71.3	825	252	332	347
	6 mos.	1,469	15,836	45	17,048	17,188	2,439	2,699	270	2,559	2,545	790	757	5,658	11,936	11,992	69.8	69.8	5,143	1,812	1,944	2,120
Chic., Milw., St. P. & Pac	June	10,591	18,314	1,613	22,241	20,029	3,844	3,305	407	3,658	3,134	892	528	8,251	17,540	16,148	78.9	80.6	4,701	1,800	2,107	1,589
	6 mos.	10,591	101,233	6,786	120,159	112,907	18,782	17,454	2,460	21,282	21,190	4,321	3,279	48,742	99,473	96,604	82.8	85.6	20,685	9,652	6,196	2,509
Chicago, R. Is. & Pacific	June	7,524	18,795	1,621	22,303	19,328	3,051	2,462	258	3,298	2,928	643	567	7,895	15,858	13,843	71.1	71.6	6,446	2,926	2,009	1,911
	6 mos.	7,547	96,097	8,013	114,779	99,714	14,393	11,693	1,574	19,579	17,429	3,757	3,396	44,802	88,201	78,533	76.8	78.8	26,578	11,356	6,577	5,578
Clinchfield	June	293	1,767	....	1,776	1,745	242	265	22	328	283	107	66	413	1,119	1,083	63.0	62.1	657	214	647	609
	6 mos.	293	10,879	4	10,942	10,462	1,368	1,406	131	1,939	2,027	639	396	2,689	6,803	6,718	62.2	64.2	4,140	1,232	3,796	3,455
Colorado & Southern	June	712	1,277	88	1,516	1,319	477	185	17	226	188	80	37	559	1,374	1,030	90.7	78.1	142	77	22	104
	6 mos.	715	7,200	343	8,403	7,108	1,654	1,091	165	1,407	1,173	430	223	3,278	7,013	5,743	83.5	80.8	1,389	769	424	570
Ft. Worth & Denver	June	1,362	1,972	169	2,386	2,668	470	289	30	319	314	47	88	861	1,862	1,725	78.1	64.7	524	188	116	301
	6 mos.	1,362	9,987	751	12,092	11,016	2,268	1,769	179	1,718	1,751	274	492	5,036	10,273	9,293	85.0	84.4	1,819	436	74	231
Colorado & Wyoming	June	39	264	....	460	316	29	20	2	38	30	12	2	137	222	175	48.4	55.5	238	138	96	54
	6 mos.	39	1,482	....	2,425	1,566	137	101	12	239	173	75	11	812	1,294	958	53.4	61.1	1,131	664	448	207
Delaware & Hudson	June	764	3,693	112	3,956	3,735	434	512	57	713	558	189	108	1,405	2,950	2,883	74.6	77.2	1,096	567	573	354
	6 mos.	764	22,165	727	23,765	22,973	2,457	2,855	354	4,264	3,884	1,138	637	8,776	17,873	18,050	75.2	78.6	5,892	2,726	3,346	1,958
Delaware, Lack. & Western	June	918	4,924	766	6,443	6,168	563	667	203	955	1,006	346	201	3,022	5,122	5,439	79.5	88.2	1,320	710	506	—54
	6 mos.	918	27,838	4,518	36,665	37,711	3,469	4,364	999	6,289	6,366	2,088	1,187	18,799	32,024	34,604	87.3	91.8	4,641	3,942	—99	—2,109
Denver & Rio Grande Western	June	2,128	6,173	325	6,726	6,008	1,013	927	98	966	959	321	234	2,143	4,650	4,299	69.1	71.6	2,977	1,230	904	833
	6 mos.	2,132	35,481	1,296	38,048	34,395	4,613	4,180	581	5,795	5,458	1,917	1,420	12,252	25,904	23,941	68.1	69.6	12,144	6,735	5,608	5,157
Detroit & Toledo Shore Line	June	50	594	....	650	500	60	63	4	84	65	24	22	225	408	367	62.8	73.4	241	92	57	20
	6 mos.	50	3,954	....	4,231	3,484	378	391	23	532	432	143	129	1,444	2,586	2,356	61.1	67.6	1,645	608	368	192
Detroit, Toledo & Ironton	June	465	1,719	....	1,814	1,290	246	195	27	431	348	148	56	492	1,326	1,100	73.1	85.3	488	124	345	93
	6 mos.	465	11,300	....	11,911	8,082	1 607	1,254	172	2,482	2,143	849	341	3,107	8,128	6,906	68.2	85.5	3,784	666	2,808	729
Duluth, Miss. & Iron Range	June	557	7,249	1	8,531	5,614	597	482	74	628	586	209	13	1,915	3,447	2,786	40.4	49.6	5,084	2,557	2,502	2,351
	6 mos.	557	17,725	5	20,788	9,995	3,094	2,977	428	3,651	3,896	1,146	76	6,573	14,938	13,256	71.9	132.6	5,850	3,708	2,010	—4,394
Duluth, South Shore & Atl	June	544	641	2	694	558	137	114	10	111	99	25	33	236	542	461	78.1	82.5	153	48	89	44
	6 mos.	544	3,321	13	3,549	935	683	617	61	680	614	156	197	1,211	2,921	2,704	82.4	92.1	617	221	328	4

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF JUNE AND SIX MONTHS OF CALENDAR YEAR 1959

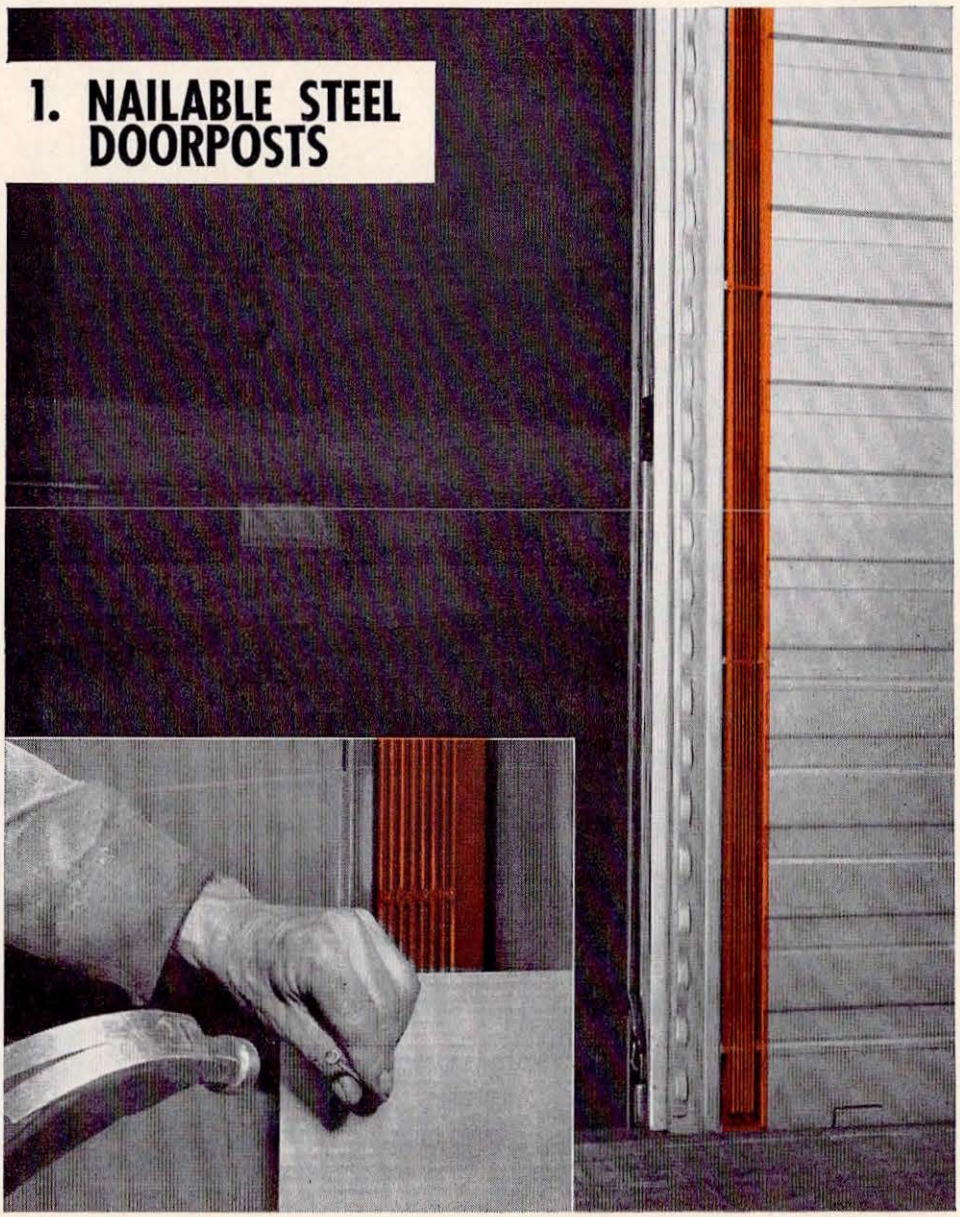
Name of Road		Average mileage operated during period	Operating Revenues: Freight	Operating Revenues: Pass.	Operating Revenues: Total (inc. misc.) 1959	Operating Revenues: Total (inc. misc.) 1958	Operating Expenses: Maint. Way and Structures: Total 1959	Maint. Way and Structures: Total 1958	Maint. Way and Structures: Deprec. and Retirements	Maint. Equipment: Total 1959	Maint. Equipment: Total 1958	Maint. Equipment: Deprec. and Retirements	Traffic	Transportation	Total 1959	Total 1958	Operating ratio 1959	Operating ratio 1958	Net from railway operation	Railway tax accruals	Net Railway operating income 1959	Net Railway operating income 1958
Duluth, Winnipeg & Pacific	June	175	518	1	523	444	118	80	5	55	71	1	7	187	377	340	72.1	76.6	146	49	16	2
	6 mos.	175	2,884	4	2,917	3,026	546	469	30	354	366	7	45	1,079	2,090	1,995	71.6	65.9	827	246	75	269
Elgin, Joliet & Eastern	June	205	3,952	....	5,289	3,231	438	244	30	1,078	758	92	46	1,809	3,730	2,764	70.5	85.5	1,558	822	378	93
	6 mos.	205	22,309	....	29,979	19,804	1,877	1,508	169	5,108	6,675	717	266	11,105	20,458	18,194	68.2	91.9	9,521	4,767	2,594	—652
Erie	June	2,199	12,469	613	14,189	12,346	1,769	1,551	228	2,183	1,957	539	372	6,443	11,486	10,544	81.0	85.4	2,703	1,337	621	—159
	6 mos.	2,201	70,765	3,233	80,383	72,738	8,566	8,097	1,366	12,828	11,679	3,252	2,210	37,833	66,043	62,729	82.2	86.2	14,339	6,951	2,930	—1,763
Florida East Coast	June	572	1,740	294	2,238	2,400	343	321	47	443	447	118	88	973	2,002	2,005	89.4	83.6	237	218	—99	—39
	6 mos.	572	13,973	2,772	18,438	18,765	2,662	2,477	284	3,566	3,357	706	535	7,011	14,864	14,399	80.6	76.7	3,574	1,247	853	1,596
Georgia Railroad	June	321	552	18	667	649	93	82	8	120	107	35	40	319	609	557	91.3	85.9	58	45	29	78
	6 mos.	321	3,434	87	4,066	3,812	590	510	52	745	662	209	244	1,880	3,691	3,390	90.8	88.9	375	232	220	334
Georgia & Florida	June	321	250	....	258	233	75	81	3	46	34	8	22	92	255	234	98.8	100.3	3	21	—37	—37
	6 mos.	321	1,781	....	1,824	1,589	464	455	24	250	215	48	138	561	1,533	1,401	84.1	88.1	291	107	15	—38
Grand Trunk Western	June	951	4,825	258	5,513	4,125	795	769	161	1,169	902	109	97	2,459	4,787	4,240	86.8	102.8	726	438	—274	—973
	6 mos.	951	27,199	1,231	31,001	27,361	4,084	4,178	447	5,719	5,217	669	578	14,905	26,798	25,140	86.4	91.9	4,203	2,310	—1,590	—3,284
Great Northern	June	8,293	22,775	1,240	25,738	21,480	4,651	3,497	385	3,996	3,931	873	566	7,827	18,285	16,182	71.0	75.3	7,453	4,071	3,198	3,364
	6 mos.	8,293	109,631	4,592	122,809	108,218	19,054	17,230	1,858	23,394	23,492	5,215	3,405	44,322	96,416	92,070	78.5	85.1	26,394	15,194	9,801	4,916
Green Bay & Western	June	219	402	....	408	358	74	79	5	46	47	9	29	123	297	284	72.7	79.3	112	53	35	19
	6 mos.	219	2,299	....	2,349	2,342	341	419	27	285	312	53	170	726	1,680	1,729	71.5	73.8	668	340	179	183
Gulf, Mobile & Ohio	June	2,752	6,057	235	6,754	6,165	987	907	79	1,392	1,192	303	313	2,303	5,367	5,030	79.5	81.6	1,387	661	369	287
	6 mos.	2,752	36,947	1,354	41,104	38,800	5,534	5,438	458	8,199	8,262	1,792	1,828	13,800	31,697	31,756	76.9	81.8	9,497	4,195	2,635	1,645
Illinois Central	June	6,439	18,506	2,031	22,688	21,232	3,467	3,088	391	4,280	3,963	872	633	8,400	17,923	17,111	79.0	80.6	4,765	2,629	1,676	1,449
	6 mos.	6,439	110,295	10,746	133,973	127,106	19,965	17,917	2,393	25,657	24,475	5,218	3,803	52,227	108,637	104,267	81.1	82.0	25,336	13,051	8,368	7,896
Illinois Terminal	June	334	791	....	883	1,022	116	112	3	190	135	31	50	347	763	703	86.4	68.8	120	35	—28	118
	6 mos.	334	4,697	....	5,234	5,585	617	646	18	1,130	839	184	294	2,141	4,521	4,263	86.4	76.3	713	157	—77	416
Kansas City Southern	June	891	3,467	88	3,913	3,227	338	257	47	573	466	109	98	1,169	2,310	1,993	59.0	61.8	1,603	639	682	525
	6 mos.	891	20,490	405	23,062	21,419	1,822	1,678	285	3,053	2,966	640	588	6,984	13,220	12,736	57.3	59.5	9,843	4,074	4,117	3,683
Kansas, Oklahoma & Gulf	June	327	440	....	447	398	71	67	7	35	30	12	34	96	268	253	60.0	63.7	179	81	60	55
	6 mos.	327	2,895	....	2,909	2,625	360	402	46	215	166	71	210	579	1,536	1,481	52.8	56.4	1,373	589	497	423
Lake Superior & Ishpeming	June	160	764	....	944	480	117	71	11	76	55	30	2	191	407	254	43.1	52.9	537	287	269	269
	6 mos.	160	1,971	....	2,407	1,211	420	337	67	395	427	170	13	637	1,579	1,314	65.6	108.6	828	501	425	—203
Lehigh & Hudson River	June	96	342	....	343	260	33	35	4	28	34	8	15	127	219	203	63.8	78.2	124	55	29	—8
	6 mos.	96	1,709	....	1,711	1,603	187	203	16	178	227	50	99	674	1,235	1,276	72.2	79.6	476	196	67	—34
Lehigh & New England	June	177	594	....	604	626	75	102	7	191	123	52	18	230	565	518	93.6	82.7	39	42	145	182
	6 mos.	177	2,963	....	2,994	3,189	378	376	41	948	789	306	117	1,239	2,981	2,840	99.6	89.1	13	200	595	690
Lehigh Valley	June	1,127	4,466	116	4,793	4,974	549	522	98	753	815	149	144	2,331	3,998	4,128	83.4	83.0	796	490	175	59
	6 mos.	1,129	25,812	996	28,581	28,245	3,417	3,932	583	5,119	4,976	1,152	850	14,886	25,666	26,310	89.8	93.1	2,915	2,711	—935	—2,586
Long Island	June	344	1,181	4,801	6,166	5,988	838	728	97	1,146	1,058	169	45	2,918	5,163	4,811	83.7	80.3	1,003	401	378	636
	6 mos.	344	6,365	26,479	33,977	33,146	4,784	4,850	591	6,562	6,675	1,012	255	17,489	30,322	29,947	89.2	90.3	3,655	2,211	230	—118
Louisiana & Arkansas	June	746	1,991	47	2,135	1,800	226	196	20	313	285	99	79	694	1,395	1,292	65.3	71.8	740	369	264	172
	6 mos.	746	11,758	247	12,616	12,030	1,171	1,201	122	1,764	1,806	590	470	4,008	7,888	7,979	62.5	66.3	4,728	2,404	1,713	1,418
Louisville & Nashville	June	5,697	16,927	812	19,141	18,439	2,792	2,564	302	4,019	3,542	1,125	495	7,681	15,860	15,011	82.9	81.4	3,281	2,563	1,297	1,768
	6 mos.	5,697	103,833	4,040	116,682	109,196	16,048	16,354	1,815	24,383	23,513	6,668	2,959	45,284	94,139	94,190	80.7	86.3	22,543	16,033	9,288	7,626
Maine Central	June	944	1,943	58	2,047	2,054	372	378	28	396	370	84	29	733	1,649	1,656	80.6	80.7	398	225	149	161
	6 mos.	944	11,826	325	12,885	13,397	2,231	2,293	165	2,313	2,379	503	179	4,865	10,336	10,534	80.2	78.6	2,549	1,262	906	1,013
Minneapolis & St. Louis	June	1,391	1,889	....	1,943	1,773	317	279	28	354	291	102	109	624	1,556	1,422	80.1	80.2	387	214	147	125
	6 mos.	1,391	10,543	4	10,897	10,802	1,661	1,631	184	1,982	1,767	696	710	3,902	9,154	8,576	84.0	79.4	1,743	1,010	698	755
Minn., Northfield & Southern	June	77	353	....	369	374	30	21	2	46	32	13	35	96	243	198	65.9	52.9	126	71	40	69
	6 mos.	77	2,214	....	2,317	2,194	133	125	14	254	236	77	189	596	1,377	1,250	59.4	57.0	940	532	345	373
Minn., St. P. & S. Ste. Marie	June	3,222	3,618	76	3,911	3,672	790	947	46	887	643	142	111	1,467	3,468	3,209	88.7	87.4	443	329	88	108
	6 mos.	3,222	18,857	264	20,228	19,764	3,806	3,985	315	4,392	4,159	845	655	8,492	18,570	18,094	91.8	91.6	1,659	1,587	—246	—136
Missouri-Illinois	June	172	501	....	505	403	58	71	6	94	85	37	14	131	310	294	61.3	72.9	196	154	89	64
	6 mos.	172	2,714	....	2,741	2,334	284	392	31	550	535	223	84	723	1,719	1,729	62.7	74.1	1,022	749	564	386
M.-K.-T. Lines	June	2,918	4,879	85	5,375	5,441	618	528	88	1,180	1,075	263	181	1,870	4,081	3,947	75.9	72.5	1,294	363	326	381
	6 mos.	2,918	27,539	416	30,438	29,878	3,469	3,242	528	6,207	5,457	1,565	1,111	10,539	22,669	22,522	74.5	75.4	7,769	2,051	2,216	2,061
Missouri Pacific	June	9,433	23,063	1,097	26,558	24,519	3,722	3,968	378	4,408	4,197	1,088	698	10,129	19,961	19,126	75.2	78.0	6,594	2,195	2,843	2,500
	6 mos.	9,489	132,109	5,151	151,471	141,633	20,105	21,403	1,992	26,106	25,020	6,499	4,093	58,497	114,763	111,172	75.8	78.5	36,707	12,055	16,596	14,890
Monon	June	541	1,511	28	1,636	1,464	256	206	23	309	279	77	109	639	1,392	1,349	85.0	91.6	245	102	91	26
	6 mos.	541	9,112	239	10,071	9,718	1,379	1,246	132	1,845	1,694	459	615	4,145	8,599	8,204	85.4	84.4	1,472	524	538	473
Monongahela	June	177	462	....	466	506	69	63	13	53	49	11	1	153	288	303	61.9	60.0	178	12	113	62
	6 mos.	177	2,531	....	2,546	2,449	393	397	76	336	341	66	6	1,089	1,946	1,798	76.4	73.4	600	90	179	—213
New York Central	June	10,433	47,979	6,448	62,943	53,253	7,213	5,550	1,085	11,100	9,500	2,476	1,042	27,058	49,326	44,879	78.4	84.3	13,617	6,174	5,610	1,193
	6 mos.	10,443	271,704	34,670	356,286	310,082	38,505	35,996	6,490	64,600	57,003	14,251	6,459	166,366	294,532	278,047	82.7	89.7	61,754	33,630	18,242	—12,936
Pitts. & Lake Erie	June	221	3,564	34	3,739	2,636	424	300	54	1,016	747	323	66	1,226	2,937	2,552	78.6	96.8	802	624	1,059	643
	6 mos.	221	18,605	207	19,879	14,525	2,253	2,621	346	5,734	5,367	1,958	399	7,143	16,791	16,178	84.5	111.4	3,086	3,649	5,486	2,345
New York, Chic. & St. L	June	2,170	13,240	151	13,947	10,983	1,649	1,136	157	2,260	1,760	380	360	4,944	9,701	8,178	69.6	74.5	4,246	2,117	1,656	1,033
	6 mos.	2,173	75,482	811	79,094	66,724	8,473	7,799	957	12,757	11,715	2,762	2,179	28,981	55,311	51,585	69.9	77.3	23,784	11,695	9,623	5,613
New York, N. H. & Hart	June	1,762	7,412	4,088	13,212	12,250	1,652	1,497	313	1,877	1,886	476	276	5,932	10,705	10,245	81.0	83.6	2,508	1,080	—105	—313
	6 mos.	1,762	40,952	23,545	74,845	72,263	8,594	8,854	1,721	10,979	11,680	2,794	1,429	35,927	62,668	63,015	83.7	87.2	12,177	5,818	—2,249	—4,092
New York Connecting	June	21	291	....	320	326	69	139	25	15	15	....	....	87	175	243	54.5	74.6	146	88	22	—32
	6 mos.	21	1,921	....	2,079	2,201	351	648	152	78	104	....	....	531	982	1,311	47.2	59.5	1,097	535	416	230
New York, Sus. & Western	June	106	323	17	356	321	43	41	6	52	48	10	8	171	394	309	85.4	93.7	52	29	—12	—48
	6 mos.	106	1,870	110	2,067	2,106	241	234	35	329	337	63	52	1,946	1,845	1,873	89.3	88.9	222	183	—182	—192

(Continued on page 24)

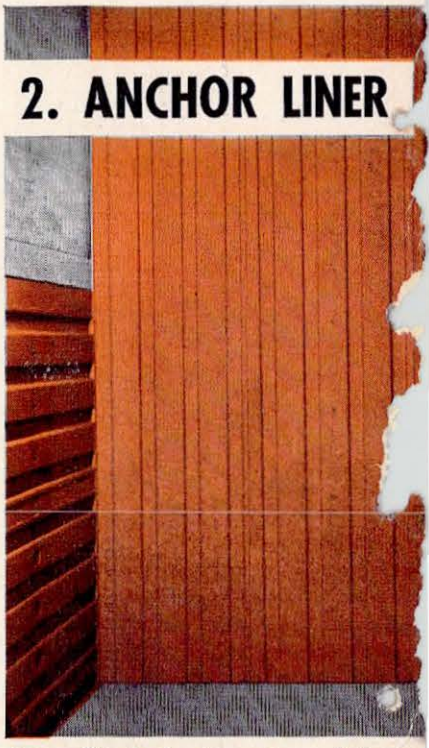
a RAILWAY AGE Service Page

3 STRAN-STEEL RAILROAD PRODUCTS SAFEGUARD ALL VITAL AREAS, LENGTHEN BOXCAR LIFE

1. NAILABLE STEEL DOORPOSTS

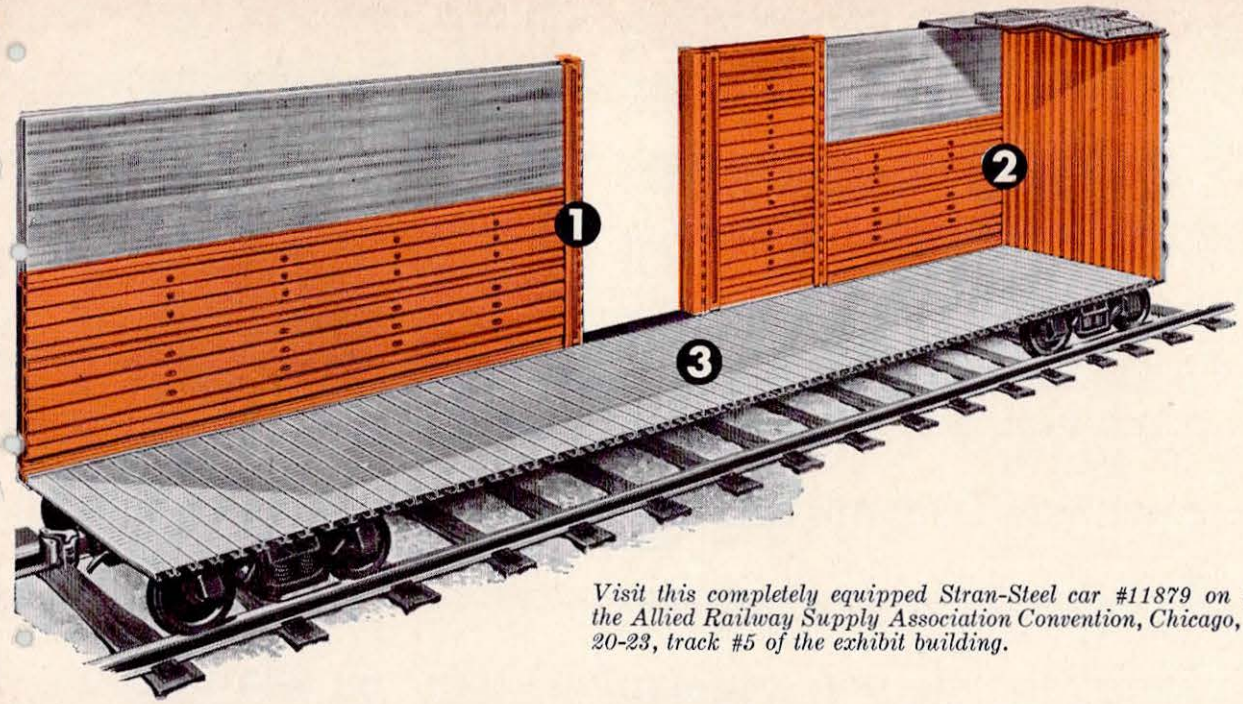


2. ANCHOR LINER



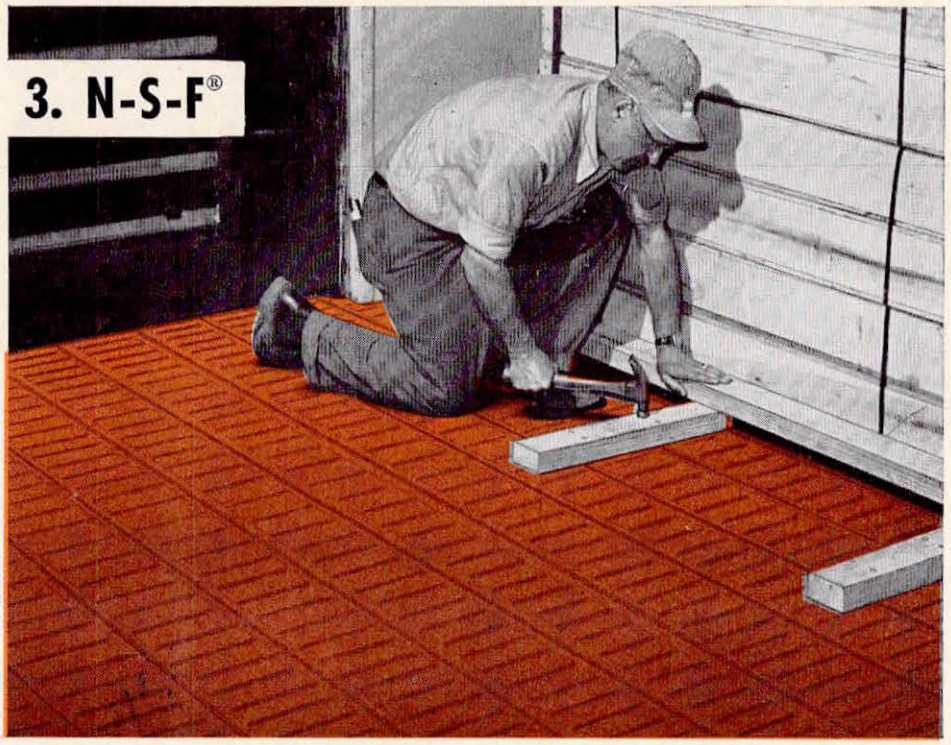
Stran-Steel Anchor Liner helps protect sidewalls and endwalls against the damage which commonly causes 70% of rip-tracking. Recessed strap anchors make bracing of lading quick, easy and safe.

◀**Nailable Steel Doorposts** with steel grooves take repeated nailing of grain doors without weakening or splintering (see inset photo), strengthen vulnerable doorways, protect against lading and lift truck damage, and stand up for years of Class A service. Nailable Steel Doorposts can be used with either sliding or plug doors.



Visit this completely equipped Stran-Steel car #11879 on display at the Allied Railway Supply Association Convention, Chicago, September 20-23, track #5 of the exhibit building.

Side heights are variable; endwalls full length. GLX-W high-strength steel reduces dead weight compared to ordinary carbon steel liners of equal strength.



Nailable Steel Flooring solves floor repair problems, adds structural strength to the underframe, and helps move more freight with fewer cars. N-S-F cars carry all types of lading—rough, sacked, finished or bulk and stay in revenue service longer. Unique nailing grooves insure secure blocking, floors remain damage-free.

Seventy leading railroads now have more than 72,000 N-S-F freight cars in service. If you would like detailed information and cost studies, contact your nearest Stran-Steel representative. Offices in Chicago, New York, Philadelphia, St. Louis, Cleveland, San Francisco, Minneapolis and Atlanta. In Canada, Stran-Steel railroad products are made and sold by International Equipment Co., Ltd., Montreal.

Dept. K-43

STRAN-STEEL CORPORATION

Detroit 29, Michigan • Division of

NATIONAL STEEL CORPORATION

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF JUNE AND SIX MONTHS OF CALENDAR YEAR 1959

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1959	1958	Operating Expenses: Maint. Way and Structures: Total 1959	Total 1958	Deprec. and Retirements	Maint. Equipment: Total 1959	Total 1958	Deprec. and Retirements	Traffic	Transportation	Total 1959	Total 1958	Operating ratio 1959	Operating ratio 1958	Net from railway operation	Railway tax accruals	Net Railway operating income 1959	Net Railway operating income 1958
Norfolk & Western	June	2,138	17,273	258	18,150	18,004	1,978	2,392	377	3,108	3,091	1,139	382	4,521	10,766	11,182	59.3	62.1	7,385	4,516	4,447	3,267
	6 mos.	2,138	99,866	1,224	105,936	98,898	11,373	13,717	2,143	18,159	21,336	6,571	2,110	28,790	65,185	72,701	61.5	73.5	40,751	23,430	25,107	14,361
Norfolk Southern	June	592	861	....	870	720	198	187	14	138	128	32	51	269	721	661	82.8	91.8	149	66	49	—3
	6 mos.	592	4,738	....	4,811	4,279	1,147	1,052	74	773	750	192	308	1,595	4,199	3,881	87.3	99.7	612	316	108	—69
Northern Pacific	June	6,828	14,943	783	16,848	15,015	2,624	2,393	393	2,494	2,557	754	451	5,880	12,336	11,660	73.2	77.7	4,512	2,947	1,982	1,922
	6 mos.	6,828	79,402	2,700	88,389	80,365	13,164	11,290	2,124	16,539	16,834	4,533	2,534	35,401	73,140	69,565	82.7	86.6	15,249	10,768	6,972	4,145
Northwestern Pacific	June	328	1,218	1	1,222	1,069	240	217	54	90	69	3	9	342	708	653	57.9	61.1	514	212	111	131
	6 mos.	328	7,014	3	7,069	5,498	1,331	1,626	162	509	460	15	51	1,995	4,037	4,180	57.1	76.0	3,032	1,182	703	52
Pacific Electric	June	367	1,192	....	1,324	1,136	168	147	24	56	60	4	24	611	961	833	72.6	73.4	363	123	117	63
	6 mos.	360	6,402	....	7,301	6,226	1,121	1,028	142	329	369	21	127	3,349	5,531	5,227	75.8	84.0	1,770	725	297	—349
Pennsylvania	June	9,920	64,327	8,909	82,311	70,156	8,091	7,952	1,472	15,798	14,068	2,977	1,271	35,106	64,577	59,827	78.5	85.3	17,733	6,309	6,311	1,078
	6 mos.	9,920	356,396	53,067	461,820	401,596	45,525	46,728	8,767	92,383	83,563	17,859	7,431	208,620	379,453	362,419	82.2	90.2	82,367	33,227	19,751	—12,353
Penn.-Reading S. S. Lines	June	353	650	114	788	724	193	211	50	119	115	26	8	498	873	858	110.9	118.4	—86	79	—344	—339
	6 mos.	353	3,435	429	3,968	3,802	1,411	1,261	480	775	741	155	51	2,880	5,442	5,171	137.1	136.0	—1,474	419	—2,808	—2,645
Piedmont & Northern	June	126	437	....	446	386	52	58	5	34	26	10	31	87	238	218	53.3	56.5	208	109	53	54
	6 mos.	126	2,861	....	2,919	2,508	252	281	27	208	164	57	185	534	1,384	1,303	47.4	52.0	1,535	784	455	344
Pittsburgh & West Virginia	June	132	827	....	832	611	158	138	25	168	142	45	79	223	693	619	83.3	101.2	139	63	69	17
	6 mos.	132	4,736	....	4,786	4,068	877	784	148	965	885	272	471	1,406	4,094	3,756	85.5	92.3	692	339	441	293
Reading	June	1,303	9,127	504	10,242	8,338	1,297	1,162	189	1,927	1,494	475	197	4,110	8,023	7,122	78.3	85.4	2,219	820	945	619
	6 mos.	1,303	49,639	3,064	56,339	53,406	6,842	7,736	1,170	10,921	9,959	2,836	1,166	24,607	46,333	46,792	82.2	87.6	10,006	3,276	4,492	3,320
Richmond Fred. & Potomac	June	118	1,293	388	1,976	2,012	117	144	—18	278	251	60	26	654	1,209	1,297	61.2	64.5	767	464	235	216
	6 mos.	118	7,840	2,538	12,354	11,887	872	1,047	115	1,727	1,718	395	181	4,357	8,118	8,311	65.7	69.9	4,236	2,413	1,235	973
Rutland	June	391	370	....	397	389	83	63	8	57	59	18	30	156	357	334	89.9	86.0	49	33	3	22
	6 mos.	391	2,224	....	2,385	2,272	461	412	54	361	365	106	186	955	2,125	2,073	89.1	91.2	269	173	59	—1
St. Louis-San Francisco	June	4,568	10,208	228	11,164	9,940	1,536	1,627	158	1,795	1,484	606	353	4,066	8,380	7,825	75.1	78.7	2,785	1,292	1,379	1,242
	6 mos.	4,575	54,836	1,259	60,270	53,926	9,341	7,454	1,093	10,090	9,381	3,648	2,133	23,232	48,331	45,206	80.2	83.8	11,939	4,792	6,151	4,532
St. Louis, S. F. & Texas	June	143	426	4	455	322	26	33	4	19	20	1	22	144	223	232	49.1	72.1	231	107	81	—3
	6 mos.	143	2,462	17	2,618	2,147	152	267	24	161	154	7	138	913	1,435	1,536	54.8	71.5	1,183	469	353	89
St. Louis Southwest. Lines	June	1,556	5,593	6	5,685	5,072	595	698	76	650	692	192	188	1,855	3,467	3,365	61.9	66.3	2,218	957	938	838
	6 mos.	1,556	32,601	31	33,139	29,358	3,554	4,119	449	3,917	4,126	1,137	1,134	10,921	20,792	20,244	62.7	69.9	12,348	5,455	5,221	4,202
Savannah & Atlanta	June	144	344	....	360	311	53	70	2	63	56	19	17	115	261	256	72.6	82.4	99	40	46	22
	6 mos.	144	1,937	....	2,028	1,899	332	380	10	384	346	116	103	658	1,552	1,503	76.6	79.1	475	198	259	242
Seaboard Air Line	June	4,147	11,059	1,120	13,081	12,748	1,697	1,971	213	2,451	2,535	701	451	4,837	10,117	10,309	77.3	80.9	2,965	1,334	1,455	1,372
	6 mos.	4,147	69,499	6,638	82,411	78,489	10,376	11,010	1,254	15,061	15,530	4,219	2,725	29,280	61,681	62,054	74.8	79.1	20,730	9,353	9,995	9,080
Southern Ry.	June	6,269	20,395	1,094	23,080	20,121	2,291	3,064	345	3,755	3,583	956	491	7,082	15,139	15,584	65.6	77.5	7,941	3,980	3,589	2,745
	6 mos.	6,269	119,437	5,120	134,588	123,467	18,222	17,722	1,914	22,808	21,275	5,707	2,913	42,391	93,718	90,698	69.6	73.5	40,870	18,268	18,745	17,806
Alabama Great Southern	June	328	1,255	57	1,440	1,359	235	253	36	381	299	82	40	493	1,279	1,209	88.8	89.0	161	99	51	23
	6 mos.	328	7,530	241	8,607	7,731	1,586	1,463	213	1,948	1,761	492	241	2,959	7,373	6,936	85.7	89.7	1,234	579	399	129
Cinn., N. O. & Tex. Pac	June	337	3,051	98	3,341	3,249	538	602	75	705	798	223	81	883	2,449	2,605	73.3	80.2	892	407	589	533
	6 mos.	337	19,030	433	20,667	18,426	3,523	3,568	447	4,327	4,007	1,333	486	5,339	14,853	14,428	71.9	78.3	5,814	2,623	3,851	3,035
Georgia Southern & Florida	June	397	808	49	938	826	93	122	11	80	81	11	23	274	548	573	58.4	69.3	390	114	81	5
	6 mos.	397	4,475	196	5,160	4,682	789	957	65	482	473	63	137	1,604	3,380	3,555	65.5	75.9	1,780	339	379	—201
New Orleans & Northeastern	June	203	975	41	1,092	1,016	191	182	25	192	195	85	27	251	761	698	69.6	68.7	332	222	146	156
	6 mos.	203	5,216	174	5,834	5,718	1,244	1,097	138	1,206	989	502	160	1,559	4,635	4,085	79.4	71.4	1,199	825	594	668
Southern Pacific	June	8,068	46,862	2,738	52,513	46,041	5,791	5,304	358	11,186	9,566	2,460	782	18,713	38,636	35,180	73.6	76.4	13,876	6,833	5,133	4,592
	6 mos.	8,070	248,901	12,582	276,607	242,271	31,583	30,302	2,772	59,021	53,996	14,684	4,868	103,090	211,148	197,461	76.3	81.5	65,459	32,956	27,676	21,537
Texas & New Orleans	June	4,162	11,607	372	12,659	11,225	1,859	1,859	140	1,742	1,615	200	252	4,490	8,976	8,497	70.9	75.7	3,683	1,546	869	738
	6 mos.	4,165	65,693	1,686	71,061	66,423	11,685	11,046	1,289	9,933	9,418	1,168	1,537	25,625	52,432	50,609	73.8	76.2	18,629	7,699	4,287	2,827
Spokane International	June	150	291	....	301	275	45	54	3	27	33	9	5	77	166	183	55.0	66.5	136	48	61	46
	6 mos.	150	1,787	....	1,839	2,029	276	371	19	173	201	67	31	447	992	1,209	53.9	59.6	847	397	308	336
Spokane, Portland & Seattle	June	936	2,777	125	3,100	2,826	542	453	55	495	451	129	31	1,014	2,206	2,040	71.2	72.2	894	391	434	511
	6 mos.	936	15,293	439	16,813	15,062	2,693	2,635	365	2,827	2,724	769	206	5,998	12,436	12,002	74.0	79.7	4,377	1,753	2,202	1,499
Tennessee Central	June	284	332	1	345	326	48	39	5	48	44	22	17	123	260	240	75.4	73.8	85	26	21	29
	6 mos.	284	2,008	1	2,085	1,965	256	258	32	313	293	130	107	731	1,553	1,503	74.5	76.5	533	140	156	85
Texas & Pacific	June	1,831	5,356	406	6,341	5,732	1,025	844	101	1,058	1,089	274	196	2,645	5,286	4,919	83.4	85.8	1,056	450	392	127
	6 mos.	1,831	32,804	1,852	38,153	36,040	5,109	4,922	610	6,344	6,432	1,622	1,222	15,535	30,417	29,046	79.7	80.6	7,737	3,023	2,147	1,488
Texas Mexican	June	161	304	....	338	350	58	57	6	33	22	11	12	94	228	199	67.5	56.9	110	47	30	59
	6 mos.	161	1,733	....	1,904	1,931	351	340	35	201	198	68	74	517	1,289	1,217	67.7	63.0	614	256	149	209
Toledo, Peoria & Western	June	239	643	....	666	585	81	79	7	52	48	13	59	172	396	368	59.4	62.9	271	116	76	64
	6 mos.	239	3,717	....	3,830	3,683	451	448	40	310	339	75	307	1,018	2,345	2,274	61.2	61.7	1,485	630	442	413
Union Pacific	June	9,743	36,520	3,297	43,045	38,841	5,217	5,516	596	8,542	7,409	2,190	1,139	15,555	32,852	30,112	76.3	77.5	10,192	5,800	2,595	2,585
	6 mos.	9,750	223,294	12,511	253,585	226,812	31,341	31,431	3,479	49,318	43,977	13,041	7,626	88,236	190,044	175,747	74.9	77.5	63,541	35,803	17,576	13,969
Virginian	June	608	4,203	....	4,358	4,551	497	398	94	788	728	285	63	823	2,306	2,090	52.9	45.9	2,052	1,150	1,321	1,386
	6 mos.	608	23,183	....	24,083	25,422	3,162	2,760	523	4,598	4,348	1,701	375	4,882	13,711	13,269	56.9	52.2	10,371	5,409	6,681	6,771
Wabash	June	2,392	8,889	496	10,371	8,970	1,370	1,131	141	1,547	1,459	444	367	4,672	8,416	7,513	81.2	83.8	1,954	723	392	435
	6 mos.	2,392	52,311	2,425	60,575	53,983	7,443	6,376	775	8,895	8,628	2,684	2,172	27,926	49,107	44,764	81.1	82.9	11,468	3,823	2,985	1,881
Ann Arbor	June	294	712	....	729	700	101	85	7	166	148	45	35	366	693	630	95.0	90.0	37	50	—47	21
	6 mos.	294	4,290	....	4,341	4,229	522	453	39	956	946	244	211	2,165	3,992	3,840	92.0	90.8	349	328	—95	—5
Western Maryland	June	844	4,587	....	4,726	3,646	575	506	65	723	735	178	123	1,338	2,958	2,729	62.6	74.9	1,768	964	1,231	811
	6 mos.	844	25,424	....	26,201	22,213	3,465	3,144	313	4,893	4,612	1,593	760	8,084	18,501	17,291	70.6	77.8	7,699	4,265	5,681	4,324
Western Pacific	June	1,188	4,320	263	4,722	4,288	615	555	69	734	632	217	241	1,733	3,631	3,176	76.9	74.1	1,091	439	497	730
	6 mos.	1,188	25,405	1,017	27,120	24,066	3,102	3,532	480	4,147	4,055	1,300	1,432	9,493	19,969	19,460	73.6	80.9	7,151	3,178	3,491	2,546
Wisconsin Central	June	1,031	2,8[illegible]	39	3,117	2,638	552	347	43	494	441	109	103	1,196	2,504	166	80.3	82.1	13	222	225	239
	mos.	1,031	15,5[illegible]	109	16,623	15,331	2,236	2,0[illegible]	259	2,852	[illegible]25	650	595	7,112	13,688	[illegible],150	82.3	85.8	2,935	1,110	768	156

Should Retirement Age Be Set?

"This is a two-pronged question; both aspects should be answered.

"Your correspondent concerns himself only with the economic aspect. Perhaps more important, at least from a personnel man's viewpoint, is the impact of compulsory retirement on the individual.

"Discussing the economic aspect first: A convoy moves as fast as its slowest ship. Isn't it just as logical to assume that an engine and ground crew, working as a team, can perform only at the rate of the slowest member? Haven't we all seen the loss of productiveness of the individual worker which accompanies advancing age? Can the older M/W laborer walk as far or as fast as his younger co-worker, or carry the same load? Can the machinist perform as effectively when his hands and joints begin to stiffen with advancing age? The answers are obvious.

"I won't argue that chronological age and physical ability correspond exactly in every individual. We all have seen physically aged men at 60 and physically youthful men past 70. The change from effective to ineffective performance does not occur on the 65th or 70th birthday. However, failure to set some age for compulsory retirement would leave the decision of physical capacity to a medical judgment. A man whose effectiveness is deteriorating with age will steadily decrease in productiveness for a long time before any medical authority could find grounds to call a halt.

"Considering the above factors, the economic aspect of the question can be resolved only by determining whether the cost of decreasing productiveness exceeds the cost of taxes and training replacements. We have never researched this question, but in my judgment it does.

"Let me next comment on what I consider the more important question, i.e., the impact on the individual. Far too many people 'retire from life' when they leave their job for the last time. Far too many lack adequate outside interests to keep them busy and interested after retirement. All the experts in the field claim that a happy, well-adjusted retirement must be planned well in advance. It is necessary to plan for both an economic and a social adjustment. In my experience, the person who does such planning is rare indeed.

"The alternatives to compulsory retirement are voluntary retirement or forced retirement after medical examination. Prior to the inclusion of compulsory retirement in some of our labor agreements, the number of employees forced into retirement based on physical examinations exceeded the number who retired voluntarily. This 'sudden death' approach is a ghastly thing. The employee faces a once-a-year ordeal. The day before his examination he was able to work; the day after his examination he is of no further use. With a compulsory retirement clause in our agreements—at any age anyone cares to set—the 'sudden death' effect is minimized. Further, a compulsory retirement age will generally have the beneficial effect of forcing some economic and social planning by the individual. The result should be a 'retirement *to* life' rather than 'retirement *from* life.' "
—*R. H. Jackson, personnel director, Union Railroad.*

Conducted by George C. Randall, district manager, Car Service Division, retired, this column is a forum for questions railroaders are discussing today. We invite both questions and answers from all levels of responsibility. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion.

Should Labor Agreements Specify Retirement Age? appeared first in our issue of July 6. The question was brought up by a correspondent who wondered why most industries specify retirement ages, while railroads do not.

Will a Point System Measure Rip Tracks Better? was asked by a car foreman who gave his own answers in our issue of June 15. Here are a division superintendent's comments.

Questions scheduled for future issues include one old topic and several that have not been discussed before in these pages.

Do Intermediate Shippers Gain From Through Blocking?, last considered in our June 15 issue, will be discussed again in our next column.

Why Not Standard Railroad Wrist Watches? will also be a major topic in our next column . . . *G.C.R.*

Will a Point System Measure Rip Tracks Better?

"I feel that the question about evaluating the output of car repair tracks is ambiguous. I evaluate the output of repair tracks by getting a weekly report from the car foreman as to the number of bad order cars on hand. The report classifies the cars according to whether they are foreign or system, loads or empties and by the type of repairs such as wheels, light and heavy repairs, etc. Also, I get a report and keep a check of any overtime worked.

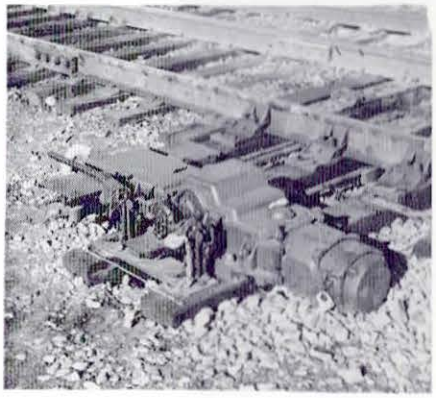
"Each car foreman also sends in a list by car number showing what was done to repair the car and get it released, preferencing loads and then foreigns.

"Taking into consideration the number of men used on the rip track, I simply use my own judgment as to whether or not they are giving me full production."—*D. L. Perrin, division superintendent, Chicago & North Western.*

The car foreman who suggested that a point system for evaluating repairs might be a better measure of rip track performance was concerned because of the difference in the amount of work required for each car.

The foreman's suggestion was that more complex repairs (such as periodic cleaning of air brakes) ought to be given more weight in reports than should be accorded to repairs on a simpler nature . . . G. C. R.

New Products Report



New Switch Machines

GRS has developed four new electric switch machines. The new machines meet all interlocking specifications, are compact, mount on only two ties, and fit the standardized switch layout. They meet the requirements of AAR load curve 1457 and provide ample thrust. Models 5E and 5G are power operated only, and models 5F and 5H are dual control machines. Models 5E and 5F use external controllers, while 5G and 5H have internal controllers and overload relays. The machines can be furnished for either 24-32 volt or 110 volt dc operation. Operating time is approximately 10 and 3 seconds, respectively. After the machine is snubbed to a stop by dynamic braking, a magnetic detent holds the rotor from drifting. Because there is no mechanical contact between the permanent magnet on the rotor and the one on the case, there is no wear on these parts. A silicone-treated, moisture-repellent cover protects the commutator from moisture and frost accumulation. *General Railway Signal Company, Dept. RA, Rochester 2, N.Y.*

Traxcavator

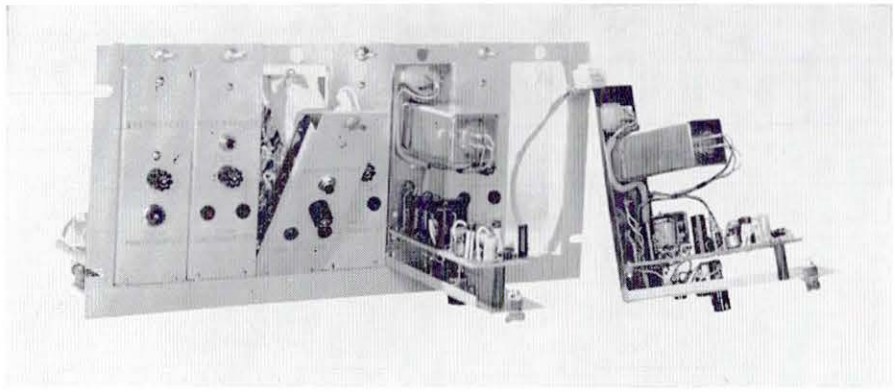
The new Caterpillar 933 Series F Traxcavator is designed as an all-around digging and loading tool. It is claimed by the manufacturer to have several efficiency-increasing improvements over the former model. Some of these include a new engine, stronger power train, larger capacity bucket, and an operator's compartment that is constructed for maximum comfort. *Caterpillar Tractor Company, Dept. RA, Peoria, Ill.*

Rail-Highway Truck

The 9-passenger Gandy Wagon (above) is a rail-highway vehicle for track inspection and transportation of section gangs, with tools, to and from job sites. Developed by American Railroad Curvelining Corp., the wagon can be fitted with a special turntable jack which enables one man to turn the vehicle or move it on or off rails in two minutes. The unit, available as a pick-up truck, double-cabin pick-up or station wagon, may be either purchased or leased.

Individually-sprung wheels, nested horizontally, can be lowered and secured mechanically. Weight is distributed so rear wheels and rear tires share the load of the back half of the vehicle, but front tires hardly touch the rails. Back tires on one vehicle in service have run 15,000 miles, reportedly with almost no wear. Gas consumption is 18-22 miles per gallon.

Leasing is handled by Transporter Leasing, Inc., New York; approximately $135 a month on a 3-year basis. *Gandy Wagon Co., Dept. RA, P. O. Box 151, Oyster Bay, L. I., N. Y.*



Audio Tone Equipment

A new line of transistorized audio tone equipment (Type KA) provides multiple telegraphic-type channels for operating on wire lines, radio circuits, or coaxial cable. On one pair of wires or any single voice frequency channel, this transistorized tone equipment will give up to 18 channels for telemetering, control, supervision, printer, data transmission and other telegraphic-type functions. *Westinghouse Electric Corp., Dept. RA, Box 2099, Pittsburgh 30.*

MARKET OUTLOOK *at a glance*

Carloadings Rise 2.2% Over Previous Week's

Loadings of revenue freight in the week ended Aug. 15 totaled 543,844 cars, the Association of American Railroads announced on Aug. 20. This was an increase of 11,540 cars, or 2.2%, compared with the previous week; a decrease of 82,470 cars, or 13.2%, compared with the corresponding week last year; and a decrease of 206,796 cars, or 27.5%, compared with the equivalent 1957 week.

Loadings of revenue freight for the week ended August 8 totaled 532,304 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, August 8

District	1959	1958	1957
Eastern	77,707	89,546	111,932
Allegheny	77,101	103,292	141,070
Pocahontas	44,007	52,274	68,000
Southern	108,082	110,609	118,910
Northwestern	66,716	100,952	127,208
Central Western	109,488	113,384	121,393
Southwestern	49,203	49,147	51,958
Total Western Districts	225,407	263,483	300,559
Total All Roads	532,304	619,204	740,471
Commodities:			
Grain and grain products	53,930	67,172	59,010
Livestock	4,225	4,379	5,076
Coal	94,226	109,964	135,370
Coke	3,081	5,707	11,000
Forest Products	41,499	39,366	41,362
Ore	12,711	53,339	84,831
Merchandise l.c.l.	40,594	44,873	54,672
Miscellaneous	282,038	294,404	349,150
August 8	532,304	619,204	740,471
August 1	544,464	622,678	740,708
July 25	536,430	608,065	736,407
July 18	585,070	582,244	743,359
July 11	554,426	491,566	692,599
Cumulative total, 32 weeks	19,479,531	17,688,218	22,029,274

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Aug. 8 totaled 7,722 cars, compared with 5,665 for the corresponding 1958 week. Loadings for 1959 up to Aug. 8 totaled 246,707 cars, compared with 154,705 for the corresponding period of 1958.

IN CANADA—Carloadings for the seven-day period ended Aug. 7 totaled 75,500 cars, compared with 124,701 cars for previous ten-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
Aug. 7, 1959	75,500	25,212
Aug. 7, 1958	72,848	24,820
Cumulative Totals:		
Aug. 7, 1959	2,261,402	854,454
Aug. 7, 1958	2,233,047	861,094

New Equipment

FREIGHT-TRAIN CARS

► *Chesapeake & Ohio.*—Delivery is nearing completion on an order for 50 70-ton trailer flat cars costing $15,300 each from Pullman-Standard.

► *Illinois Central.*—Ordered 25 70-ton gondola cars from Bethlehem Steel at a total cost of approximately $325,000.

► *Pennsylvania.*—Is converting 100 automobile part cars of the X 32A classification into specially designed stock cars with windows cut in the sides for ventilation. Roofs of the all-steel cars are coated with aluminum paint to reflect heat and thus minimize the discomfort of livestock; wooden rub rails have been provided half way up the interiors of the cars. They are being converted at the rate of one a day at the railroad's Fort Wayne, Ind., shops. They will carry 20% more steers than conventional stock cars.

► *Southern Pacific.*—Ordered 35 95-ton covered hopper cars from Pullman-Standard for delivery in August; and 50 85-ft piggyback flat cars from General American for delivery at an unspecified date.

LOCOMOTIVES

► *Northern Alberta.*—Ordered five 1,250-hp GMD-1 units from General Motors Diesel at a total cost of $975,000. Delivery is scheduled for December.

New Facilities

► *Chicago Transit Authority.*—Set a 31-month timetable for a $4,000,000 project to elevate its Lake street rapid transit route to the Chicago & North Western right-of-way. C&NW will convert from a four- to a three-track operation by abandoning two tracks and building one new line. CTA will take over the two C&NW tracks and equip them for rapid transit operation. Twenty-two grade crossings will be eliminated through the elevation project.

► *New York City Transit Authority.*—Ordered almost $3,000,000 worth of automatic signaling and interlocking equipment which will be installed as part of a modernization program between 42nd street and 86th street on the IRT Division's Lexington avenue line. The signaling will be installed on all four tracks. Two interlockings will be remotely controlled from Times Square station. Installation is expected to be complete in 36 months.

► *Northern Alberta.*—Will spend approximately $3,575,675 on M/W projects, including: Rehabilitation of the Lac La Biche and Waterways subdivisions (ditching, restoration and widening of embankments, ballasting and surfacing and replacement of rail over 51.63 miles of line), $2,128,175; tie renewals, $660,000; reconstruc-

(Continued on following page)

MARKET OUTLOOK (continued)

tion of 24 bridges, $416,000; replacement of rail over 15 miles of line, Edmonton subdivision, $340,500; purchase of one Electrogang multiple tamper, $31,000. All projects will be completed by Dec. 1.

► *Santa Fe.*—Will construct approximately 44 mi of two-track standard-gage line laid with 136-lb rail in Coconino and Yavapai Counties, Arizona. The new track will include installation of traffic reversal, automatic train stop, continuous welded rail, and other improvements. Approximately 16.1 mi of track in the same counties will be abandoned following construction of the relocated track. Project cost: $19,500,000.

Orders and Deliveries

► *Deliveries Increase.*—Orders were placed in July for 4,159 freight cars, compared with 8,054 in June. July 1958 orders totaled 376. Deliveries in July totaled 4,273, compared with 3,950 in June, and 2,113 in July 1958. The backlog of cars on order and undelivered as of Aug. 1, 1959, was 40,309, compared with 40,973 on July 1, and 25,994 on Aug. 1, 1958.

Type	Ordered July 1959	Delivered July 1959	Undelivered Aug. 1, 1959
Box—Plain	861	1,524	12,481
Box—Auto	0	0	500
Flat	550	89	2,175
Gondola	625	373	4,497
Hopper	300	1,785	14,957
Cov. Hopper	522	359	1,036
Refrigerator	1,025	20	3,390
Stock	0	0	0
Tank	126	99	924
Caboose	150	10	231
Other	0	14	118
Total	4,159	4,273	40,309
Car Builders	2,519	3,136	19,392
Railroad Shops	1,640	1,137	20,917

Purchases & Inventories

► *Five Months' Purchases Up 21.0%.*—Purchases by domestic railroads of fuel, material and supplies in this year's first five months were $113,781,000, or 21.0%, higher than in the comparable 1958 period. Purchase and inventory estimates in following tables were prepared by Railway Age.

*PURCHASES**

	May 1959	Five Months 1959	Five Months 1958
	(000)	(000)	(000)
Rail	$ 8,948	$ 42,930	$ 19,970
Crossties	4,020	20,322	17,634
Other Material	98,280	426,988	343,246
Fuel	30,177	164,646	160,255
Total	$141,425	$654,886	$541,105

*Subject to revision.

INVENTORIES†*

	May 1, 1959	May 1, 1958
	(000)	(000)
Rail	$ 66,537	$ 60,927
Crossties	84,175	98,570
Other Material	406,833	479,856
Scrap	24,266	23,720
Fuel	23,587	23,706
Total	$605,398	$686,779

*Subject to revision.
†All total inventory figures taken from ICC statement M-125 for month indicated.

AUTO TOFC EXPANDS

(Continued from page 9)

National and the Canadian Pacific, the NYC and the Pennsy. And a joint Wabash-Lackawanna proposal for such service eastward from South Bend is reportedly a near-future possibility.

Auto manufacturers themselves are interested, especially where money can be saved and cars delivered in better condition. Aside from a mildly enthusiastic statement out of Chrysler, however (RA, June 22, p. 69), comment to date has been largely in the "we are experimenting" category. American Motors, which moves little if any of its production by rail out of Kenosha, Wis., has conducted a few experiments. And, to date, the only regular movements of any size are Southern Pacific's of GM products (four or five flat cars a day) to the Pacific Northwest and Frisco's substantial movement of Chrysler and Mercury cars from St. Louis to Dallas.

Ford hasn't reached, as yet, a definite decision as to whether auto TOFC will become a regular part of its distribution system. It's watching closely tests being conducted between St. Louis, Dallas, and Tulsa, and between Los Angeles, Portland, and Seattle. Tests in other geographical areas are coming, Ford said. Up to now, the tests seem to indicate that rail movement is favorable over highway hauling where some distance is involved.

One Midwest General Motors plant currently is making a traffic flow study to determine where a railhead could be established which would best serve the area into which the plant distributes automobiles. A movement over at least two railroads, one of which is not now piggybacking new autos, would be involved.

So substantial enthusiasm exists. Frisco, for one, is investing heavily in facilities in expectation of increased traffic. Its former piggyback ramp at Lindenwood Yard in St. Louis has been abandoned in favor of a new one containing three tracks and room for three more. And when Chrysler's new St. Louis plant is finished, Frisco expects to load a high percentage of the total production within the plant grounds.

Frisco's pilot operation, incidentally, has turned up about the only report of technical difficulty involved in the piggybacking of new autos. A safety chain broke loose on one trailer and battered a car or two en route. But, despite the fact that new cars make an attractive target for thieves and vandals—especially since they are delivered with keys and a small amount of gasoline—Frisco has had no trouble. Just the same, its parking lot at Lindenwood is being enclosed with a fence.

Dirty Car Increase Noted

The problem of dirty freight cars remains "serious," says the National Joint Clean Car Committee of the Shippers Advisory Boards.

The committee has released figures showing that 15.7% of the cars checked throughout the country during the second quarter of 1959 were released in an unclean condition, compared with 11.7% in the corresponding period of 1958.

"We are very disappointed that the downward trend which started in 1956 has been, temporarily at least, halted," says a joint statement from C. W. Wright, traffic manager, Midwest Division, International Salt Co., and F. J. Orner, general manager of freight service, New Haven, co-chairman of the committee. "We must step up our campaign to get railroad personnel to mention at every opportunity the cleaning of cars to receivers, to encourage shippers to talk to other shippers and to receivers and to urge receivers to mention dirty cars to other receivers—all with the ultimate aim of making release of cars in clean condition a natural habit.

"Even a slight reduction in the per cent of cars released dirty affects immeasurably the entire freight car situation. If a 1% reduction can be realized, this figure in reality can be applied to about 2,000,000 freight cars which are loaded an average of 20 times a year. It is thus obvious that any reduction actually reflects a substantial increase in overall freight car efficiency by making more serviceable cars available for loading each day and, of course, a reduction in car cleaning expense to the railroads."

Mass. to Buy Old Colony?

With all the drama of a ninth-inning home run, the Massachusetts Senate passed and the governor signed the belated House bill authorizing the Commonwealth to pick up the option on the Old Colony's line between Boston and Braintree, Mass., thus beating the adjournment deadline by 48 hours.

This action simply dumps the problem of commuter service on the Old Colony (now suspended) into the lap of the new Mass Transportation Commission (Mass, not Massachusetts; RA, Aug. 3, p. 26). No funds have been appropriated. This commission now has three main tasks:

1. To work out a plan for operation—separate corporation, extension of the Metropolitan Transit Authority, or something—satisfactory to the Federal Court and not later than Nov. 14.

2. To agree with the New Haven on a price—salvage value plus present value of improvements made since 1948. This cost would probably add up to $1.4-$1.6 million.

3. To find the money.

Steps 1 and 3 require special legislation. The legislature will not be in session in November.

There are endless possibilities for dispute. The option covers "passenger facilities." These need definition, since there is a transfer of ownership involved. The New Haven's freight operations must continue; how shall freight schedules be superimposed on a rapid transit service? In accepting payment, the New Haven is entitled to cash, in full and at once, while the commission apparently will hold out for installment payments or notes.

—Southworth Lancaster

L&N, Southern Vie for Control of Interstate

Louisville & Nashville has entered a bid to acquire the Interstate Railroad, in opposition to the Southern's plans to buy the 87-mile coal road.

L&N President William H. Kendall pointed out that Interstate "forms a natural link between the L&N and the Clinchfield . . . Acquisition of the Interstate by the Southern Railway would place it in a position to impede and hamper service by the L&N, Clinchfield and their connections which would be contrary to the public interest."

L&N's application to the ICC will be followed by a special L&N stockholders' meeting to approve the proposed acquisition. Southern's application was filed earlier this summer.

Trucker Awaits ICC OK On Youngstown Purchase

An Interstate Commerce Commission examiner has reported favorably on the proposed acquisition of Youngstown Steel Car Corp. by Consolidated Freightways, Inc. Consolidated is now awaiting final ICC approval.

On April 1, Consolidated applied to the ICC for permission to issue up to 133,025 shares of its stock to fulfill a stock exchange contract under which it would acquire Youngstown.

How to "specify" splices that will last as long as the cable

You can specify "failproof" splices by specifying the same kind of insulation for the splice that you do for the cable.

The compound used for insulating a cable is specifically designed for its job. Therefore, when a portion of the insulation is removed in making the splice, it stands to reason that the insulation should be replaced with the same material—with a true cable-insulating compound.

Fortunately, there are splice insulating tapes made of true cable compounds. They're Okonite and Okolite tapes. Made from fine Para rubber, unexcelled for physical characteristics, Okonite and Okolite tapes fuse into a solid, layerless, non-porous wall of insulation that has excellent moisture resistance, no voids to cause failure, and no adhesives to dry out, ooze, or cause slippage of the tape wrappings. Okonite and Okolite actually become an integral part of the cable's insulation, not a weak "link" in it.

Like to try some of this tape? Let Okonite pay for your first roll. Ask for either or both of the tapes. Just fill in this coupon and send it to Okonite.

The OKONITE Company

Subsidiary of
Kennecott Copper Corporation
Passaic, New Jersey

Dept. RA-8-24
The Okonite Company
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Please check one or both.

.....Okonite tape (yellow can—for use up to 2000 volts).

.....Okolite tape (red can—for use up to 35,000 volts).

Name .....

Title .....

Company .....

Address .....

City .....Zone....State .....

6654

RRs Ask Featherbedding Study

► **The Story at a Glance: The railroads asked President Eisenhower last week to appoint a special study commission on featherbedding.**

The request went to the White House after last-minute efforts to win union cooperation on the appointment of a commission failed.

AAR President Daniel P. Loomis said a White House commission offered the "only real hope" for heading off a threatened strike on the featherbedding question.

Meanwhile, the railroads—to soften the effects of any divide-and-conquer strategy the unions might employ—have agreed "overwhelmingly" to a service-interruption insurance plan.

The AAR's announcement of the railroads' request for a special featherbedding-study commission followed a week of meetings between management and union leaders in Labor Secretary Mitchell's office in Washington.

Last Thursday, the AAR announced that the meetings had failed to win the unions over to the commission idea and that the railroads had acted on their own.

In commenting on the carriers' letter to President Eisenhower, AAR President Loomis issued the following statement: "Failure of repeated efforts over the past six months to get operating union officials to recognize the gravity of the problem of make-work waste and the nation's interest in a sound solution leaves us no choice but appeal to the President for a special public commission to study the effects of these obsolete standards on the industry, its employees and the American people.

"Work paid for but not performed or not needed in this industry imposes a burden on the nation in excess of $500 million annually. We believe that these inflationary and indefensible charges hurt all the people, reduce employment in the industry and impair the railroads' ability to deliver the full service the public needs.

"We realize that any change in railroad working rules is a complicated problem. Accordingly we have sought since early last February to get the rail operating unions to join us in seeking an unbiased commission to study the whole subject and make objective recommendations for changes in the public interest.

"We believe only this course holds real hope of leading to decisions that can head off labor-management discord and work stoppages, help check inflationary pressures, stabilize job levels and strengthen the railroad system which is so vital to the nation in peace and war."

There was no immediate comment from the White House.

Just a few days before this development, it was revealed that railroads have "overwhelmingly accepted" the principle of service-interruption insurance. As a result, the carriers will move into this year's labor negotiations armed with a measure of defense they've never had before (RA, Aug. 17, p. 7).

According to the AAR, applications for insurance have been received from "practically the entire industry."

AAR President Daniel P. Loomis said the carriers believed the plan "was not only in their interest, but also in the broad public interest . . . It guards a railroad against complete financial collapse and therefore is protection for the public and the nation."

In the past, he said, "a railroad has had no protection against work stoppages that violate provisions of the Railway Labor Act or take place in defiance of recommendations of a Presidential Emergency Board. On the other hand, the railroads have had to finance strikes by their employees"—under the provisions of the Railroad Unemployment Insurance Act which makes employees eligible for unemployment benefits when they're engaged in a lawful strike.

Clair M. Roddewig, president of the Association of Western Railways, said the carriers have been forced to turn to insurance because of "disregard of the spirit and intent of the Railway Labor Act on the part of railroad labor organizations during the last two decades."

In approving the Railway Labor Act, he said, "Congress assumed that pressure of public sentiment would compel compliance by both railroads and labor organizations with recommendations made by Presidential boards.

"The railroads have always accepted the findings and recommendations made by these boards. But since 1940 the railroad labor organizations have almost invariably resorted to strikes and threats of strikes to enforce settlements that were more favorable to them than the Presidential boards have recommended.

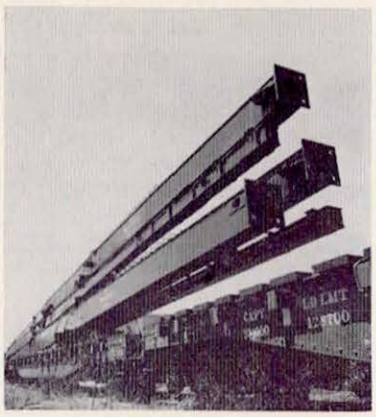
"By striking key railroads, one or a few at a time, the labor organizations have been able to interrupt rail service in large areas of the nation, inflicting tremendous losses on public and railroads alike, and finally enforcing industry-wide acceptance of their terms," he continued.

"This intolerable situation is responsible for the adoption of an insurance plan designed primarily to protect railroads from work stoppages that violate provisions of the Railway Labor Act or are in defiance of findings and recommendations of Presidential Emergency Boards."

The insurance to be provided for the railroads will indemnify them against fixed charges, including property taxes, interest charges, pension fund payments and other costs of maintaining a standby position during a strike. Loss of profits is not covered.

Insurance will be applicable to work stoppages which:

- Are in violation of the Railway Labor Act.
- Are brought about to enforce demands contrary to Emergency Board recommendations.
- Are aimed at preventing the railroads from effecting Emergency Board recommendations.
- Involve disputes not considered by or reported on by an Emergency Board, where the dispute concerns a substantial part of the industry.



'Longest Load'

Five oversized towers are said to be the longest load ever moved in the San Francisco Bay Area. Made by Weld-Rite Co., Oakland, Calif., from half-inch Kaiser steel plate, the 196½-ft beams are among ten being erected as light standards for night baseball games. SP moved them on a string of five flat cars with swivels on the second and fourth cars doing the supporting and the other cars acting as "idlers."

Robert H. Abbott
C&O

Robert C. McGowan
C&O

E. L. Morrison, Jr.
C&O

Kenneth T. Reed
C&O

C. E. Weaver, Jr.
C&O

W. K. Weaver, Jr.
C&O

People in the News

CHESAPEAKE & OHIO.—C. E. Weaver, Jr., comptroller in Cleveland, named assistant vice president—labor relations. **E. L. Morrison, Jr.,** assistant regional manager in Huntington, W. Va., appointed assistant to vice president—labor relations. **Robert C. McGowan,** general staff officer—finance, appointed comptroller. **Hays T. Watkins, Jr.,** succeeds Mr. McGowan and **John T. Ford** follows Mr. Watkins as general auditor—accounting. **Kenneth T. Reed,** general superintendent transportation, Huntington, succeeds Mr. Morrison in Huntington. **W. K. Weaver, Jr.,** administrative assistant to vice president, Cleveland, succeeds Mr. Reed. **Robert H. Abbott,** superintendent at Hinton, W. Va., succeeds W. K. Weaver in Cleveland. All changes were effective Aug. 1.

J. A. Bawsel appointed assistant manager of stores at Huntington, W. Va. **J. D. McGann** succeeds Mr. Bawsel as regional general storekeeper, Huntington. Position of general storekeeper—system is abolished.

Fred R. Toothman, administrative assistant—engineer, appointed engineer of coal properties at Huntington, W. Va., succeeding **G. E. Hoover,** retired.

J. F. Bickers, Jr., appointed trainmaster, Rivanna sub-division, Richmond, Va., succeeding **J. W. Knapp, Jr.,** named chairman, rules committee, Huntington, replacing **H. E. Johnson,** who retired July 31. **J. P. Charters,** trainmaster, Grand Rapids, Mich., appointed assistant superintendent-trainmaster, Cincinnati-Chicago division, at Peru, Ind., succeeding **T. W. Grose,** transferred to Chicago Terminal. **J. F. Block** replaces Mr. Charters. **C. M. Krieve** appointed trainmaster, New Buffalo, Mich., succeeding the late **W. S. O'Connor.**

ELGIN, JOLIET & EASTERN.—Virgil S. Adkins, general claim agent, Chicago, named general claims attorney, and his former position abolished.

Gerald J. Haney, Jr. appointed assistant to chief engineer, Joliet, Ill., succeeding **Don R. Wilson,** resigned.

LOUISVILLE & NASHVILLE.—Cecil C. Vaughn, general agent, Anniston, Ala., appointed traffic manager, Chicago, to succeed **Paul C. Swann,** named division freight agent, Pensacola, Fla. Mr. Vaughn's successor is **Emmett G. White,** general agent, Charlotte, N.C., who in turn is succeeded by **J. E. Fairley,** traveling freight agent. **E. H. Holt,** chief clerk, Pittsburgh, named freight traffic agent, Los Angeles, to replace **H. C. Hall,** resigned.

MISSOURI PACIFIC.—P. D. Tracy appointed division engineer, Kingsville, Tex., succeeding **T. C. McCord,** retired. **J. E. Martin** appointed acting division engineer, Eastern division, Kansas City, Mo., succeeding Mr. Tracy. **C. L. McFadin** named acting division engineer, Kansas City Terminal division, Kansas City, replacing Mr. Martin.

Paul E. Watson named general agent, freight department, Chicago.

V. E. Hanika appointed special assistant—personnel, St. Louis, to succeed **F. E. Griese,** retired.

Clyde E. Hirsh, who was formerly chief clerk to the district traffic manager, Little Rock, Ark., appointed general agent, Pine Bluff, Ark., to succeed **F. J. Born,** retired.

Dallas R. Alderman, merchandise agent, appointed assistant to the foreign freight traffic manager, St. Louis, succeeding **R. J. Nowacki,** resigned. **Raymond V. Epps,** agent, Lutesville, Mo., named general agent, Cairo, Ill., to replace **E. G. Cowell,** deceased.

SOO LINE.—A. J. Trowbridge appointed mechanical engineer, Minneapolis, Minn., effective June 1.

OBITUARY

Arthur F. McSweeney, 67, who retired in July 1957 as manager of freight train operation for the **Pennsylvania** system at Philadelphia, died Aug. 13 at his home in Havertown, Pa., after a three months' illness.

Paul W. Van Camp, 56, public relations representative for the **Pennsylvania** at Philadelphia, died of a heart attack Aug. 13 at Ocean City, N.J., where he was vacationing.

Supply Trade

Clark Equipment Co.'s Industrial Truck Division has established a special sales group to coordinate sales of its materials handling equipment to the transportation industry. **Philip E. Campbell** has been appointed manager of transportation sales and will direct all of Clark's sales activities in the railroad, trucking, marine and air transportation fields.

Charles C. Lund and **Robert H. Walker** have been appointed district sales managers, **Joseph T. Ryerson & Son, Inc.,** Chicago.

The **Cornell-Dubilier Electric Corp.** has completed negotiations with the Toshiba Co. of Japan to form a new, international manufacturing-distribution association to market the Far-Eastern firm's transistors in the United States.

William R. Mogg, sales manager for the Spring division of **Crucible Steel Co.,** has been appointed general manager of that division, with responsibility for production, sales, personnel, and administration.

David B. Eden has been appointed to the newly created position of director of distributor sales for **SKF Industries, Inc.,** Philadelphia, Pa.

Reeves P. Comfort has been named eastern regional sales manager for the new Railway Equipment Division of **Sparton Corp.** at Philadelphia, Pa.

John J. Shapley has been appointed sales engineer for the **General Railway Signal Co.** at New York.

OBITUARY

Clair B. Peck, retired mechanical department editor of **Railway Age,** died in Newark, N.J., Aug. 13. After working for the Santa Fe, Mr. Peck joined the Simmons-Boardman Publishing Corp. in 1914 as associate editor of Railway Age. He was subsequently western mechanical editor from 1919 to 1923, and mechanical department editor from 1923 to 1954. He was also managing editor, Railway Mechanical Engineer (now Railway Locomotives and Cars) from 1923 to 1948, and editor from 1948 to 1954. Mr. Peck was a Fellow of the American Society of Mechanical Engineers; chairman of its Railroad Division in 1934, and a vice president of the society in 1943-1944.

William W. Ege, vice president in charge of the Wire & Cable Division of the **Copperweld Steel Co.,** died Aug. 8.

Edward A. Condit, 78, who retired in 1955 as president of **Rail Joint Co.,** subsidiary of Poor & Co., New York, died early this month after a long illness.

S. I. Hopkins, 83, retired manager, southwestern district, **Safety Car Heating & Lighting, Inc.,** (now the **Safety Electrical Equipment Corp.**), died Aug. 10 at Kirkland, Mo.

Philip E. Campbell

Reeves P. Comfort

You Ought To Know...

A Railroad Equipment Administration would be established under a bill introduced in Congress by Rep. Flood of Pennsylvania. The bill, H. R. 8619, would give the Federal agency a $500 million working fund to purchase and finance rolling stock to be leased to the railroads. The bill is similar to the "Symes Plan" for a government car-leasing agency first proposed by PRR President James M. Symes two years ago.

The ICC has found "just and reasonable" 40 out of 41 Flexi-Van rates proposed by the New York Central. The Commission said the Flexi-Van operation "offers the shipping public an expeditious door-to-door service for commodities by rail transportation which is demanded by modern methods of merchandising and which cannot be supplied by box car service."

Chicago will host the 14th annual Instrument-Automation conference of the Instrument Society of America Sept. 21-25. Among the major presentations at the all-industry meeting will be a special paper, "Instrumentation and Economics of Automatic Freight Car Classification," by Union Switch & Signal Vice President George W. Baughman. This is slated for the afternoon of Sept. 23.

Twelve rail employees were killed on duty in June of this year compared to ten in June of last year, according to the ICC's preliminary summary. One passenger was killed in June's train and train-service accidents; one also died in June of 1958. In this year's first six months, eight passengers and 85 employees on duty were killed. This compared with five passenger and 89 employee fatalities in the first six months of 1958.

A $2.5-billion transit bill "one way or another" has been forecast for District of Columbia residents in the next few years. D. C. PUC Transportation Economist Arthur T. Sonnenberg told a radio audience that "either we'll spend it on what the engineers suggest—new highways and a rapid transit system—or we'll spend it on lost time, higher auto costs and inaccessibility."

Railway Express has asked the ICC to give prompt approval to parcel post rate increases that would "reduce taxpayer-borne parcel post deficits by $88 million a year"—and then find that "such increases are inadequate under law to cover the government's out-of-pocket cost of providing the service." REA says the $88-million increase would still leave the taxpayers with a $78-million deficit to cover.

PRR is combatting juvenile vandalism with radio-telephone equipped police cars. So far, new high frequency radio equipment has been installed in six patrol cars in the New York-New Jersey area. One early result: quick apprehension of four youths who stoned a main-line passenger train. The officer who made the arrest was notified of the incident by radio seconds after it was reported by the train conductor.

Authority to increase all interstate passenger fares has been asked of the ICC by the Lehigh Valley. The road, which recently sought to abandon all passenger service, but was told it must continue to operate four trains, has asked for 60% increases for distances under 100 mi; for 50% from 100 to 200 mi; for 40% from 200 to 300 mi; and 30% for longer distances.

LIRR's proposal to establish a $2 handling charge on all LCL shipments—to erase an LCL deficit of over $400,000 a year—has been turned down by the ICC. The Commission found that the increase (1) would "unjustly penalize small, lighter-weight, and short-haul movements," and (2) might only worsen the problem since it could divert a large volume of traffic from the LIRR.

Stockholder approval of the proposed Erie-Lackawanna merger is being solicited in preparation for special meetings to be held for this purpose on Sept. 22. It is expected that the ICC will hold hearings late in September on the joint merger application that was placed before it last July 1 (RA, July 6, p. 10).

Conversion of 10 DC-7Cs to cargo aircraft will start next month as a result of a $2,800,000 Pan American contract with a Lockheed subsidiary. The contract contains an option to convert an additional ten planes of the same type. American Airlines is spending $4,250,000 to convert ten of its DC-7B passenger planes into air freighters, United $3,000,000 to convert six DC-7s to cargo carriers. The Flying Tiger Line has raised $48,000,000 for ten prop-jet air freighters purchased from Canadair, Ltd., a General Dynamics subsidiary.

ICC approval of Union Tank Car Co.'s no-running-board HD tank car design may pave the way for new benefits to shippers, carriers and the public. Union Tank Car says elimination of the running board (along with other HD design innovations) makes possible an increase in tank diameter, reductions in weight and construction cost. Union Tank Car has used the design for construction of several hundred 10,000-gal. capacity cars, plus four 21,700-gal. units.

Columbia University is making ready for its fifth annual "transportation management program," to be held at Arden House (the former E. H. Harriman mansion in the Ramapo mountains of southern New York) on January 17-22, 1960. Professor Ernest Williams will be in charge. Speakers will include C. H. Beard (GTM of Union Carbide), F. C. Foy (president, Koppers), J. E. Kusik (VP, C&O), C. E. Baxter (CT Railroads).

Railway Progress Institute's upcoming piggyback study will be a market survey of the traffic potential, rather than the economic study originally planned. RPI's executive committee has approved the new slant on the subject.

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Advertisers' Index

American Car Foundry, Division of ACF Industries ...18, 19
American Steel Foundries 14, 15
Association of American Railroads .....Inside Front Cover
Bird & Son, Inc. .....Inside Back Cover
Classified Ads 33
General Steel Castings Corp. 11
Hunt Company, Robert W. 33
Iron & Steel Products, Inc. 33
Miner, Inc., W. H. 3
Okonite Company 29
Railway Maintenance Corp. .....Back Cover
Stanhope, Inc., R. C. 33
Stran-Steel Corp. 22, 23
Striegel Supply & Equipment Corp. 33
Trailmobile, Inc. 6
Union Switch & Signal, Division of Westinghouse Air Brake Company 4

Nullifying the 1958 Transport Law?

Congress is considering a couple of bills which would cancel out—and then some—the most helpful and constructive provisions of the Transportation Act of 1958.

This widely heralded legislation of a year ago actually went only a little way toward improving the hostile political framework in which railroads have to operate. Its principal features were: (1) granting authority to the ICC to allow discontinuance of money-losing intrastate trains where state commissions deny or delay such permission; (2) giving railroads the right to make rates without regard to the effect of such rates on other forms of transportation; (3) tightening up somewhat the rules for "exempt" motor carriers (i.e., highway and water carriers exempt from regulation); (4) providing for government guarantee of loans to railroads.

Of these items, it is only (1)—the provisions of which are now proposed for extensive amendment—that has really been helpful to some hard pressed railroads. Item (2) is as yet of no effect, because the ICC hasn't yet decided whether the new clause in the law really means what it says. Item (3) is coming slowly into action, but so far with no positive and measurable effect on railroad earnings. Item (4) is so hedged about with restrictions that loan applications under it have been negligible.

•

All in all, the Transportation Act of 1958 was more of a gesture of good-will toward the railroads, and a token of recognition of the industry's national importance, than a serious all-out legislative effort to deal realistically with major problems. However, such a gesture was welcome—especially as (possibly) a precursor of more definitive solutions to come along later.

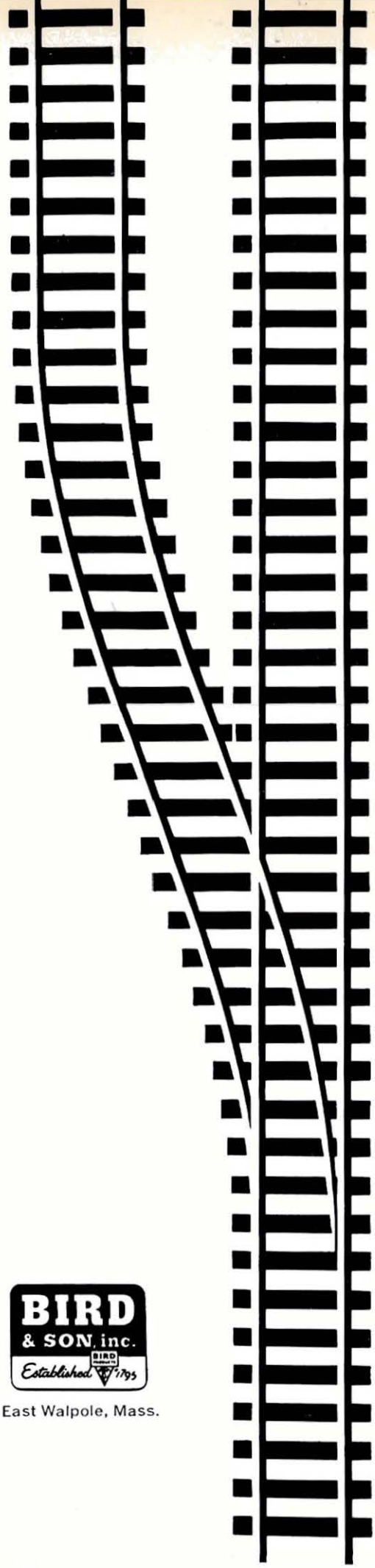
Since the 1958 law was enacted, though, Congress has shown alarming signs of reneging, even from the few half-way measures to correct inequities toward the railroads which the new law provided. For one thing, Congress has enacted huge increases in railroad retirement benefits—which will increase railroad payroll taxes by $200 million annually. And now Senators Case and Williams of New Jersey have come along with their bills—S.1331 and S.1450—to scuttle (and worse) the benefits of item (1) above—i.e., ICC authority to permit withdrawal of money-losing trains. Actually, so far, this item is the only one of the provisions of the 1958 law which has given the railroads any real help—and this one benefit the Jersey senators now seek to destroy. In fact, the legislation they are proposing *would leave the railroads much worse off than they were before enactment of the 1958 Transportation Act.*

What the Jersey lawmakers propose is that all "train-off" proposals would henceforth have to be okayed by the ICC. As it is now, only the withdrawals of intrastate trains are subject to regulation—taking off interstate trains which lose money has never before been subject to regulatory restraints. Also, the ICC wouldn't be allowed, under the proposed bills, to permit train discontinuance without hearings (which aren't needed because the facts are already in the record of state commission proceedings).

The ICC would also be allowed to impose labor-protective restrictions, to indemnify furloughed employees—which indemnity has never heretofore been required in discontinuing unprofitable services. Moreover, the burden of proof would be removed from objectors to withdrawals and placed upon the railroads. Also, the ICC would be required to consider the earnings of all a railroad's services—not those of the money-losing trains alone.

(This is an instance of the pernicious practice of "cross-subsidization" of one kind of railroad service by another—a practice that it would be more fitting for Congress to prohibit than to require. There is no equity whatever in requiring railroad patrons who provide profitable traffic, to pay extra to counteract the losses from profitless services.)

WHAT ARE THEIR PRINCIPLES? Senators Case and Williams, apparently, are out to cut still further into the bare-bones rations of the obviously and notoriously undernourished railroad industry. They are out to protect the interests, primarily, of commuters—who are not, generally speaking, an impoverished category of the population. We wonder where these gentlemen studied economics, and where they acquired their standards of ethics. They are seeking to practice philanthropy at the expense of the needy.



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